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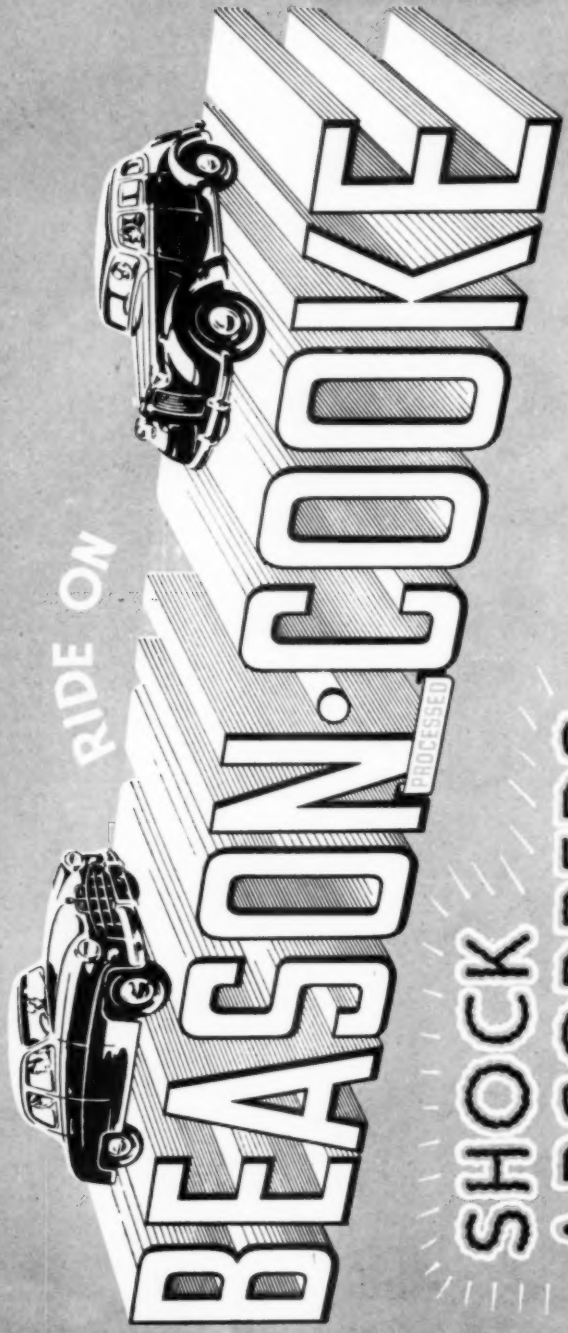

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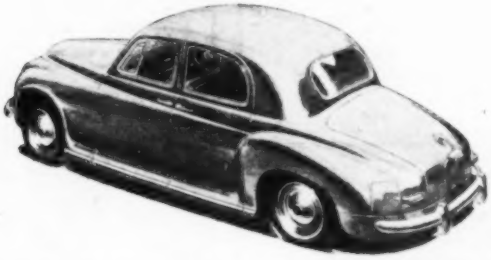

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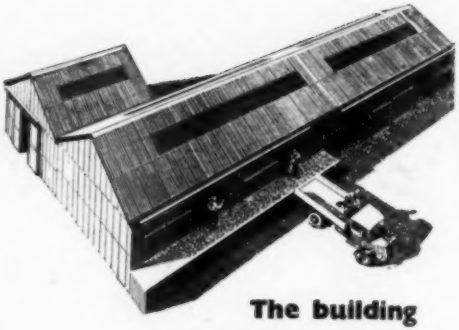

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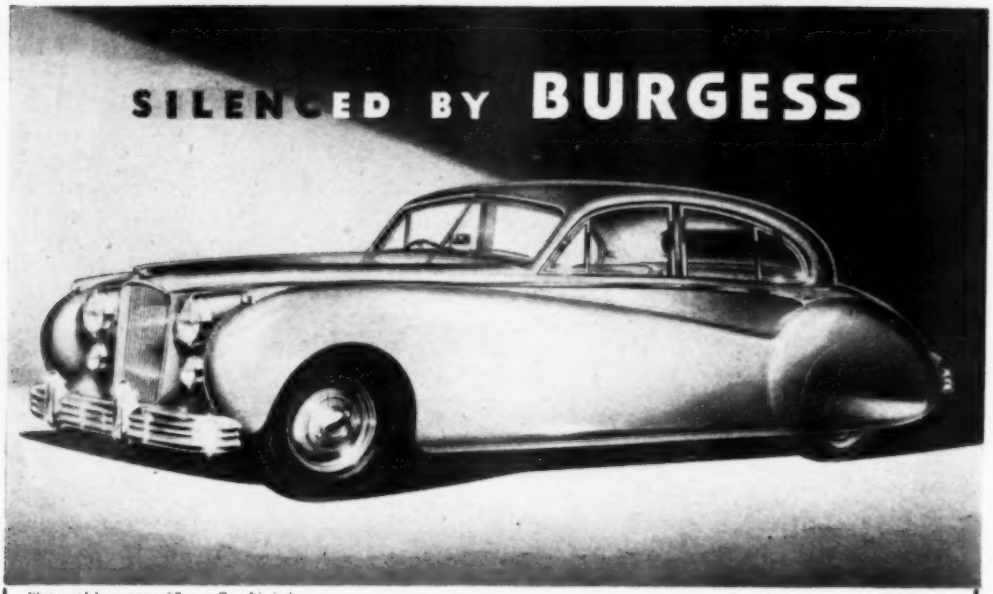

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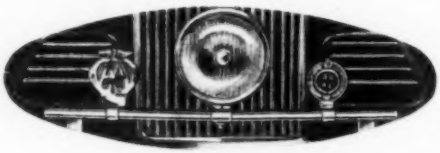

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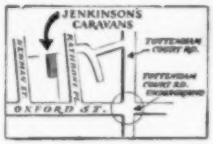

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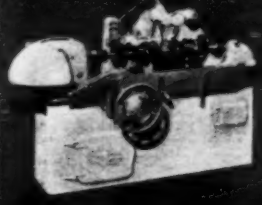

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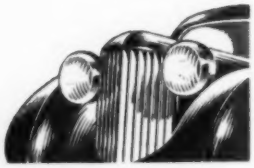

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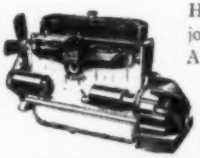

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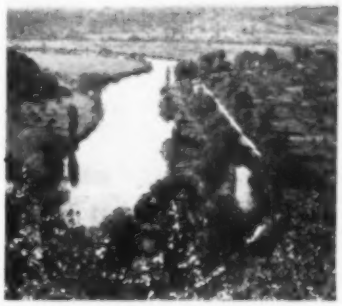

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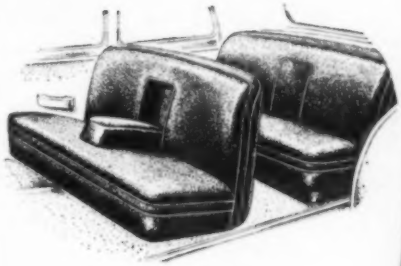

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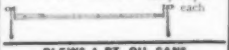

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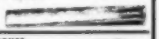

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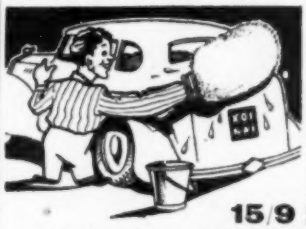

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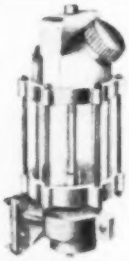

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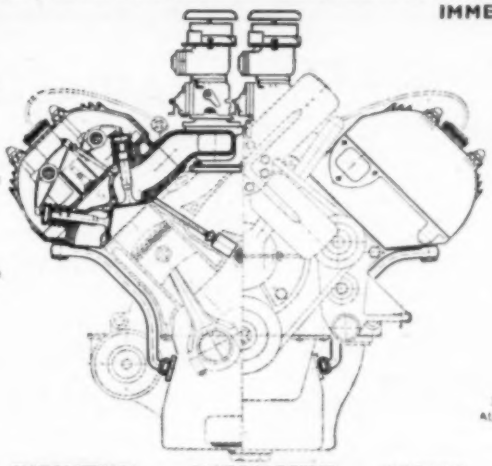

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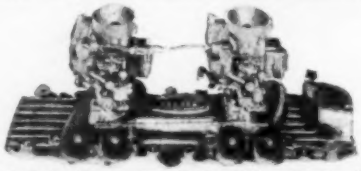

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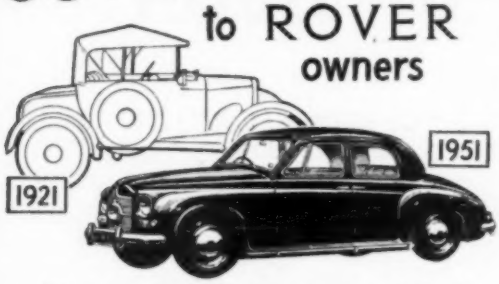

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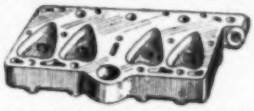

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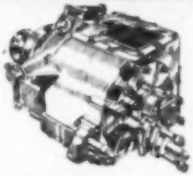

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The Autocar
FOUNDED 1895

No. 2890 FRIDAY, APRIL 20, 1951 Vol. XCVI

Who Stands for Freedom?

THE question that is far too infrequently asked is brought sharply to the attention again by the vindictive Budget introduced by Mr. Gaitskell. It is why the motor industry, amongst all the industries of this country, should be compelled to export such a high proportion of its products. It is one thing for the Chancellor to discourage home purchase by all means within his power: at least he is forced to submit the legislation enabling him to do so to the House of Commons. It is quite another thing for the industry to accede to Government requests to export 75 per cent of its production without, as far as we can see, more than the occasional half-hearted protest delivered in an after-dinner speech.

We are fully aware of the necessity of this country to export in order to live; we are also aware of the principle of "equal shares" towards which economic planning is directed. But we would ask how much equality there is between the rigid export quota of the motor industry and the extremely elastic requirements from some other industries. The consequences of the export quota are not felt by the manufacturers, but by the home motorist, upon whom the brunt of all the post-war burdens seems to be falling.

Suppose that export requests were disobeyed. In that case there is little doubt that the Government would apply steel sanctions to the firm concerned. But is that prospect so terrifying? The industry is a powerful body, and has an organization capable of protecting its members from such victimization. In any case, the extreme step need not be taken immediately. But the S.M.M.T. and the leaders of the industry should continually stress this inequality of sacrifice until the public conscience is roused. *Vox populi* still counts for something in Britain.

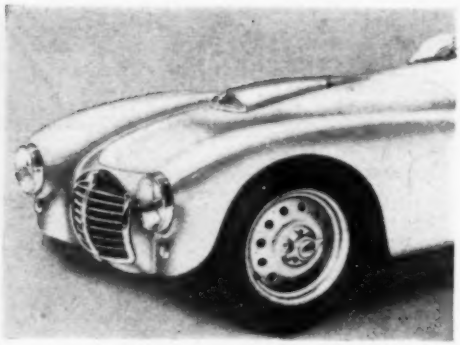
Carriage and Pair

THE new car price guide which is repeated this week on page 458 is published almost apologetically, for it contains the adjustments resulting from the increased purchase tax, and it must be admitted that the figures are intimidating. If the Chancellor wished to ensure that cars should not be bought purely for pleasure purposes he may well have succeeded; yet there is not the slightest doubt that the home allocation of 80,000 cars for 1951 will be taken up.

The fact that this will be so is what makes the Budget move inflationary, for the purchasers of new cars during 1951 will be buying them because they have to; in other words, because they are essential business users. Moreover, their mileage will be more costly owing to the petrol increase, and the total result will be that costs will rise again for the firms concerned, to be passed on to the customer in higher prices.

The disposition on the part of Government members to regard the car as a luxury dies mighty hard, and may be a comment on the way in which ministerial cars are employed in these days. That it exists is surely proved by the leniency shown with motor cycles and cycles. Can the Government dispute that these use up raw materials required for arms, or that the craftsmanship which goes to their manufacture is as much as that which constructs a car? We should be the last to wish to restrict two-wheelers in any way (except that we support Road Fund taxation for cyclists), but we are bound to draw attention to the invidiousness that creeps in when the number of road wheels is doubled. No, it is quite clear that in Socialist eyes the car has merely replaced the hated carriage and pair of Labour's early struggles.

The attitude is, of course, utter nonsense. But it will take higher prices and a louder mutter from the thunder of inflation before the truth comes home to Westminster.



Taking it Neat

POSSIBILITIES OF THE EXTERNAL AIR INTAKE

FROM time to time enthusiastic sports car owners write to *The Autocar* suggesting they have discovered a new way of supercharging their engines without any mechanical complications. All they need is a forward-facing scoop, sticking out of the bonnet to collect air and cram it into the engine as the car travels along at high speed. Unfortunately, this is largely wishful thinking and there is not much that can be obtained in the way of free supercharging on an ordinary sports car engine used on the road. The ram effect has been exploited occasionally on racing cars for special purposes—there was the Barnato-Hassan car which ran at Brooklands before the war—but

by Gordon Wilkins

even here any gain in power at maximum speed is likely to be obtained at a sacrifice of low-speed performance and flexibility.

Spectators at Goodwood on Easter Monday saw two recent examples of forward-facing ram intakes on the H.W.M. and the Connaught, the latter carrying an elaborate streamlined affair which gave the impression that the car had collided with a flying bomb. The possibilities for road cars are very limited, however, and no useful effect can be expected at speeds below 100 m.p.h. After all, a car travelling at 60 m.p.h. is taking in air at a relative speed of 88ft per second, whereas a maximum air speed in the inlet manifold on a modern six-cylinder engine may run up to 400ft per second. Moreover, it needs far more than a simple air trumpet to convert the speed of the car into useful pressure in the inlet manifold. To obtain any ram effect the fast-moving air stream has to be led into an expanding passage where it can be slowed down and its kinetic energy converted into pressure.

An experimental cold-air intake which gave some ram effect at speed was tried in international rallies by G. Claude on his Lancia Aprilia.

Unfortunately, the more successfully this is carried out, the more embarrassing it is likely to be on an unsupercharged engine. Most people have noticed how a suction screenwiper—where no pump or reservoir is fitted—dies when the throttle is opened fully. This is because there is not sufficient depression at full-throttle conditions to keep the wiper working and any further increase in pressure in the manifold will soon put the carburettor out of action too.

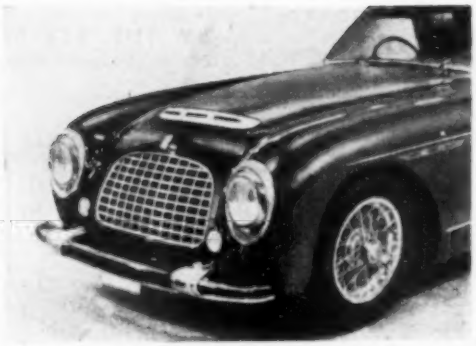
The carburettor functions by interposing a venturi in the air stream in such a way that the air is speeded up locally, with a corresponding drop in pressure. The difference between the atmospheric pressure in the float chamber and the lower pressure in the venturi forces petrol out of the jets, whence it is carried into the inlet manifold, being vaporized on the way. The pressure drop across the venturi is lowest at full throttle and maximum r.p.m., just where the enthusiastic owner is seeking extra power from his ram intake. The pressure under these conditions is only about 0.8 to 1.6 lb per sq in below atmospheric pressure and therefore if the ram intake produces any appreciable increase of pressure in the inlet pipe the engine will cease drawing petrol through the jets and may finish by blowing the fuel out of the float chambers.

True Blowing

It must be remembered that superchargers are normally fitted *after* the carburettor, not *before*. In the rare cases where the supercharger has been fitted in front of the carburettor, as on the Mercedes cars of pre-war days, the float chamber has been pressurized. For this reason, the external air intake on the H.W.M. has two small pipes leading from it to adjust the pressure in the float chambers of the Weber carburettors.

The true ram intake has an important place on aircraft but for the present it must remain a beautiful dream so far as the ordinary sports car is concerned. External air intakes are, however, becoming more popular every day, and they have now been taken up by the stylists as a prominent feature of the modern sports car. The secret lies in the benefits of a cold charge and not in the extra pressure obtained.

The modern downdraught carburettor takes in air at an unfortunate point immediately under the top of the bonnet, where the temperature is likely to be highest. At



The stylist's treatment of the modern external air intake is exemplified by (left to right) a Maserati by Frua, the Mille Miglia Frazer Nash and a Ferrari by Stabilimenti Farina.

an atmospheric temperature of 80 deg F the temperature of the air under the bonnet may be 120 deg, rising to 160 deg when climbing a long gradient on the indirect gears and, after a few minutes idling in traffic, under-bonnet temperatures as high as 200 deg F have been recorded.

This is a double disadvantage in engine operation. The volume of a gas varies directly as the absolute temperature, and when the temperature is raised, the density is reduced. A charge of hot air entering the carburettor therefore gives a lower weight of air in the cylinders and reduces the volumetric efficiency of the engine. At the same time the heat of the charge increases the tendency to detonation. The effect varies from one engine to another, but experiments in the U.S. have shown that the engine may need an improvement of one octane number in its fuel supply for each increase of 5 deg C (9 deg F) in the inlet air temperature, if its efficiency is to be maintained.

Excessive under-bonnet air temperatures complicate the carburation on a high-efficiency engine in another way, for the temperature of the fuel may fluctuate between 60 and 100 deg F, with the result that part of the fuel is boiled away before it is converted into useful power. A cold-air supply to the carburettors is therefore a great help in ensuring consistent carburation in spite of changes in under-bonnet temperature conditions.

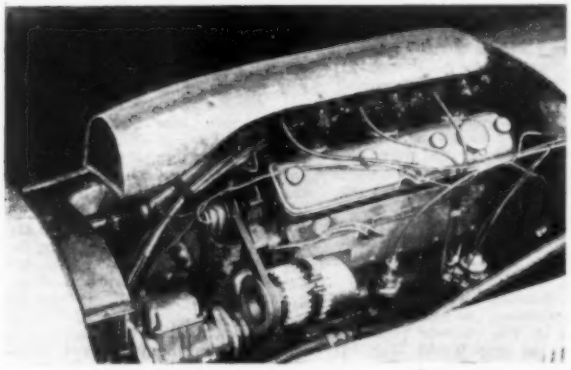
Some of the intakes in current use are illustrated on these pages. While the stylists are busily arranging exterior forms, the carburation specialists plan the ducts inside the bonnet to give the most efficient air flow to the carburettors.

Even then the problem is not easy, for with a long duct, air pulsations can cause trouble which may lead to unexpected flat spots and a certain amount of trial and error is necessary before the best effort is obtained. If the ingoing air is too cool, the carburettor may need an excessively rich mixture to overcome popping and loss of power on changes of throttle opening at low gas speeds owing to the deficiencies caused by the unvaporized fuel. This is likely to be felt most on high-efficiency engines which scorn the use of a hot spot in the manifold and is just another illustration of the fact that power has to be paid for.

However, it looks as if the cold-air intake has come to stay, even if the "free supercharger" remains a will o' the wisp.

The 4½-litre unsupercharged Talbot G.P. cars have a conspicuous bonnet top air inlet, which is ducted under the bonnet to the three carburettors. (Giraud-Cabantous at Silverstone.)

The cold-air intake projecting through the bonnet of the modern racing car often leads to an elaborate duct connected to the carburettors. These two examples are (left) a German B.M.W., and (right) one of the unblown Grand Prix Ferraris.

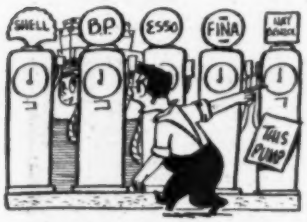


Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

As Others See Us

CONCEIT gives rise to an immoderate curiosity as to what others think of us, and as a result of this much-to-be-deprecated urge I am enchanted by the motoring impressions of Mme Denise Cruz, published in *Commerce et Reparation*. Mme Cruz has just completed 5,000 km in England. She was charmed by our roads, and appalled by the traffic volume. Courtesy and discipline, she points out severely, mean that the immoderate use of the horn to clear the way is unknown in Britain. She was so impressed by the hand signals of British motorists (which infuriate most of us) that she remarks that English cars rarely have signals such as arrows or



Incomparable choice of brands.

winking lights; I am glad, however, that the "you may overtake" signal of the heavy driver (a valuable one) impressed her, although her willingness to trust the car driver's similar signal is something I do not share.

But oh, how Madame has been deceived! "Each petrol station," she writes, "offers the English driver an incomparable choice of brands of petrol." I am afraid that she has fallen for the brand names surviving on the pumps. Madame, you were getting, regardless of name, British Pool, to whose murky depths the excellent prewar brands have been levelled down. And I am surprised that your engine did not tell you so.

✦ ✦ ✦

Unforeseen

THERE is no good yarn here, no joke to chuckle over or hint on maintenance to remember, but just a simple illustration of the fact that no matter how good the driver is there are always factors over which he has no control and often fails to foresee. It happened not long ago about eight in the morning between Winslow and Aylesbury. There was a fair amount of mist, through which the sun's rays filtered. The air felt no more than nippy but it had been a cold night. In these conditions one of *The Autocar* staff was cruising along at a bare 30 m.p.h., his speed limited by the poor visibility. Suddenly, as he passed a cottage standing by a slight curve in the road, his car commenced to slide, taking him to and fro across and along the road for a considerable distance.

After coming to a stop my colleague walked back and found that though the rest of the road bore only a frost film, by the cottage there was a strip several feet across completely iced up. It looked as if someone had rather carelessly emptied a bucket of water.

It's not enough simply to follow the poster's advice and "Mind how you go"; at times you need more than a little luck, too.

✦ ✦ ✦

Warning

PROVINCIAL readers should be warned about some aspects of London service stations if they intend to spend some time exploring the Festival of Britain exhibits in the capital. A friend parked his car overnight at the headquarters of one of the new chains of service stations which have undergone some mushroom development recently. He paid, he thought, three shillings—for space in the open air.

Next day the battery was not up to its job and he requested that the car be parked under cover for some days as it would not be required, and meanwhile

Pipe had split.

the battery could be charged. It was there for three weeks in all—and the bill for "garaging"? Three pounds thirteen and six. Comments? The car, it turned out—after the bill had been paid—had been left in the open after the first night, a steel water pipe had split from frost because the water hadn't been drained out, and the battery had not been charged. Of course, once bitten . . .

✦ ✦ ✦

Motor House

"IN the morning I went down to the motor house," so reads an anecdote in *The Autocar* published just after the first World War. It would be attractive if the little buildings used for putting away the car at night, now so drearily called garages, could retain the intimacy of the earlier name. In those days, evidently, the garage was not just a place for leaving the car, it was the car's home, next door.

The car's home.

✦ ✦ ✦

That Dash Pot

NEARLY caught again! After a reluctant start I remembered that I had not oiled the piston of my S.U. carburettor for a very long time, and the service station never remembers this. When did you last do yours?

✦ ✦ ✦

Screening

I HAD seen a new model for the first time on the road. Within the next few days I had seen many more. Visiting the manufacturers, I happened to mention the number now about whereupon I was coldly informed that they were merely "dealers' hacks."

It appears that the first two thousand of a new model always go to dealers—as far as this manufacturer is concerned, anyway. Each dealer must report any fault found, while at the same time using the car as a demonstrator. In this way any minor errors in the new productions are quickly spotted and the public gets cars up to specification, protected by that two thousand "screen."

✦ ✦ ✦

Peripatetic King

AS a rule the London motorist does not get much of a smile out of negotiating the Festival of Britain area near Waterloo, with its road-building chaos and continually altering diversions. He wonders if any disruption ever equalled that of the 1951 celebrations. The place is taking shape now, all the same, and my attention was caught the other evening by a notice hanging from the tail of the famous Red Lion that once guarded a brewery, and now massively guards, on its pedestal, the booking office for the Festival. As I cruised slowly past, the lion was disguised in wrappings, and the notice read, "Costain's Lion Shifters' Dept."

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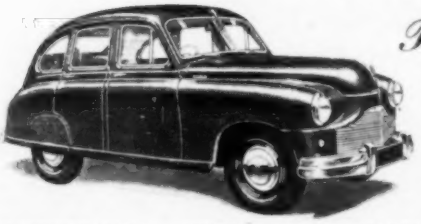

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NEWS and VIEWS

Australian Petrol Up

PETROL in Australia has gone up by a penny a gallon, and other fuels in proportion. Petrol will soon be, like wool, a semi-precious material.

U.S. Petrol Threat

THERE may be a cut in petrol for use by American motorists, and octane ratings may have to be reduced, according to Mr. Reid Brazell, director of refining for the U.S. Petroleum Administration for Defence. There is a shortage of the tetraethyl lead used in high grade motor spirit.

American Protest, Too

GOVERNMENT proposals to raise the tax on new cars in the U.S.A. to 20 per cent has drawn a protest from the Automobile Manufacturers' Association. Cars have ceased to be a luxury and have become an essential part of everyday life, says the association, and nearly all of them are used to help their owners earn a living.

German Cars in Africa

A JOINT South African, German and Swiss company, Swisacor, is building at Pretoria a factory at which cars of German design will be built. Herr W. Gutbrod, chairman of the company which makes the German Gutbrod car, is a director of the South African company and has placed all his German company's patents at the disposal of the new venture.

The first model will be a 15cwt commercial vehicle; cars will follow.

U.S. New Model "Freeze" Demanded

SENATOR Hubert Humphrey has demanded a "freeze" on new models of American cars. New models, he says, increase consumer demand and feed the fires of inflation. But government policy, voiced by the U.S. National Production Authority, is to let makers use their ingenuity to produce the most economical models within material supply limits.

London Show Revenue

INCOME from attendance at the 1950 London Show totalled £99,710, a considerable advance on the 1949 figure of £85,541. From the Commercial Motor Transport Exhibition the S.M.M.T. received £33,967.

Mr. C. H. D. Price, who has been assistant exhibition manager of the S.M.M.T. since 1948, has been appointed manager of the exhibition department, which is under the general control of the S.M.M.T. secretary, Mr. S. E. Clark.

1950 Breakdowns

IGNITION faults were responsible for the biggest proportion of breakdowns analysed by the R.A.C. during 1950. Motorists who halted for this cause numbered 23.27 per cent; 15,020 members made use of the breakdown service and represented an increase of 44 per cent and 73 per cent over the figures for the previous year; the 44 per cent applied to the motorists' figure, and the 73 per cent to motor cyclists. It is to be expected that the figures will continue to rise while the supply of new cars to the home market remains so small.

Steel Shortage

IN answer to a question about the shortage of steel in the motor industry, Mr. George Strauss said in the House of Commons that he proposed to make a full statement shortly about raw material supplies, which were appreciably below home requirements. Intense efforts to collect home scrap would be necessary, he added.

Founder Member

DISTINGUISHED guests gathered at the Savoy Hotel, London, on April 16 to honour a founder member of the A.A., Mr. John Amery-Parkes, in whose office the organization was literally founded. Mr. Amery-Parkes was formerly a solicitor, and at the turn of the century he was shocked by the treatment being meted out to motorists by the police. He lent his office in 1905 to motorists who were trying to defend themselves, and from that act of generosity the A.A. sprang.

John Amery-Parkes, as seen by Mel.

The Vauxhall Griffon has been perpetuated by this tablet on the wall of the new Luton factory extension.

Naturally the evening was notable for early motoring stories, and Mr. Amery-Parkes, now an octogenarian, was able to supply some excellent ones. Modern motorists must wonder how long it will be before new lovers of freedom strike a blow in their defence, for motoring conditions today, though different in that police persecution has given way to Government oppression, call once again for men of the calibre of Amery-Parkes and Staplee-Firth, that other brilliant defender of the motoring faith.

Mr. Amery-Parkes was presented with a silver cigarette box by the A.A. committee, and a box of cigars by the Fanum House staff.

THE BUDGET DEBATED

THE effect of the increased tax on petrol is to be examined by the Conservative Opposition in the House of Commons in detail during the committee stage of the Finance Bill.

This was announced during the Budget debate by Mr. Oliver Lyttelton, who said that the increase in the tax had been described by the Chancellor of the Exchequer as long overdue—a most curious piece of phraseology for the Chancellor to use about a tax, as if the object of the nation was to see that every tax was as high as possible as soon as possible. Any sensible man would hold the view that every tax should be as low as possible for as long as possible. The defence for this tax was another bit of special pleading. They could not attach much weight to the Chancellor's argument that the price of petrol in this country was still considerably below what it was on the Continent.

Mr. Clement Davies, the Liberal leader, said that he quite agreed with the increased purchase tax on new cars, for they would be sold whatever the price might be, even if it were double. The tax would not stop their manufacture, since those who needed them must have them. The only tax he had doubt about was the petrol tax. The cost of transport had gone up so much already and this was bound to add to it. There was no other tax which had its effect so quickly on increasing costs and transport charges.

Mr. Jay, the Financial Secretary to the Treasury, defending the petrol tax, said that even with the further rise, petrol was still sold in this country a good deal cheaper than in most other countries in Europe. The price of petrol in France stood at 4s 11d (cries of "What about the car tax?"); in Italy it was 6s 8d; in Belgium it was 3s 5½d, which was rather cheaper than here; in Germany it was 5s; in Switzerland 4s 10d; and in Spain 6s 8d.

He would like to make it perfectly clear that the purpose of the Government in increasing the purchase tax on new cars was primarily to divert capacity to production for export. Nevertheless, if it could be demonstrated that, in any class of production, purchase tax was causing serious unemployment and under-use of capacity on exports, naturally the Treasury would examine any concrete cases put forward.

Mr. Pargiter (Labour) had hoped that the Chancellor would have found it possible to evolve a single system of licensing duty for cars. The retention of the dual system for cars produced before January 1, 1947, and those produced after that date ought now to be altered.

Replying to the debate, Mr. Gaitskell said that he did not introduce a flat rate tax of £10 for all cars because it would have cost £6,000,000 this year. He did not think that the country could afford this sum for the particular class this year, merely because it was a convenient thing to tidy up this anomalous position.

The four drivers—Ralph Sleigh, George Coates, Ronald Jeavons and Alan Hess.

Round the World in 30 Days

AUSTIN ATTEMPT WITH AN A.40 SPORTS

SOMEONE at Longbridge has been re-reading Jules Verne's *Round the World in Eighty Days* and decided to "go one better." Actually, by reducing the eighty days to thirty days Austins aim at going 62.5 per cent better. The project was announced on Wednesday last at a luncheon at the Dorchester Hotel, London, W.1, when amongst those present was the team of four drivers, Alan Hess, Ralph Sleigh, Ronald Jeavons and George Coates.

Start of the attempt will be at 11 a.m. on June 1, and the car, an A.40 sports, will be driven over land wherever possible, but will take to the air to cross the oceans in a Skymaster aircraft chartered from K.L.M. Royal Dutch Airlines and specially adapted for the transport of the A.40 together with its spares, the four drivers, two of the best Austin racing mechanics, Joe Galvin and Raleigh Appleby, and other picked Austin and K.L.M. personnel. There will be radio "intercom" between A.40 and Skymaster. As the operating permits had to be obtained for each of the countries through which the car will pass, France, Switzerland, Italy, Lebanon, Syria, Trans-Jordan, Iraq, India, U.S.A. and Canada, some idea of the immensity of the whole business of organization can be imagined.

The land route will be from London Airport to Manston, Le Bourget to Brindisi, Beirut to Basra via Baghdad, Bombay to Calcutta via Allahabad, Los Angeles to Montreal via Indianapolis, New York and Toronto, and Prestwick to London Airport via Birmingham. The air hops will be Manston-Le Bourget, Brindisi-Beirut, Basra-Bombay, Calcutta-Los Angeles via Bangkok, Guam, Wake Island and Honolulu, and Montreal-Prestwick via Gander.

What the actual distance to be covered in the thirty days will be is anyone's guess. Probably the land route will be something like 10,000 miles in all, and one is thus reminded that the A.40 saloon covered 10,000 miles in 10,000 minutes at Montlhéry last August.

That, however, was a very different matter, because the A.40 sports will be crossing the Syrian and Arizona deserts in the intense June heat and may also come in for the beginning of the monsoon in India. At Calcutta all the tools and spares will have to be dumped in order to lighten the Skymaster's load for the long hop over the Pacific, but duplicate items will be awaiting the car at Los Angeles. The equipment and spares weigh nearly 14 cwt.

Two drivers will be in the car at a time while the other two rest; Hess and Jeavons will have to tackle the American part of the trip without relief, being the only two with U.S. driving licences.

SECOND-HAND PRICES BOOSTED : FEARS FOR EXPORTS

Budget Reactions

THIS year's viciously anti-motoring Budget brought forth immediate reactions from various sections of the motor industry and of motoring in general. The Standing Joint Committee of the motoring organizations said that one of the most serious aspects of the increased purchase tax on new cars was the inflationary effect that this would have upon the second-hand market. It was quite wrong to assume that only purchasers of new cars would be penalized, because a marked increase in the price of second-hand cars was bound to take place and this would put motoring beyond the lower income groups.

The S.J.C. also condemned the fallacy of making a comparison between the price of petrol in this country and in most European countries. It pointed out that in nearly all Continental countries, unlike Britain, motoring taxation is levied not on the vehicle but almost entirely on fuel. It has been noted that the injustice of the differential taxation rates has been perpetuated by Mr. Gaitskell.

The Society of Motor Manufacturers and Traders said that it was astounding that so soon after the double purchase tax on higher priced cars had been removed it should be imposed on all cars. It would have a serious effect upon those manufacturers who were being driven out of business by the double purchase tax which was abolished in the 1950 Budget.

Doubling the purchase tax would have an adverse effect on the export market, particularly for the more expensive cars, which had to have an adequate home outlet if their overseas cost was not to be prohibitive. The Society was utterly dismayed by the proposal to increase the petrol tax. The way in which the motor vehicle fuel tank was being transformed into an Aladdin's Cave for the Chancellor showed a complete disregard for industry and the cost of living.

The S.M.M.T. also pointed out that the fuel tax increase in the 1950 Budget, by focusing attention on fuel consumption, did much to halt the trend towards higher powered cars, which were particularly popular overseas, and now that further discouragement has been caused by an additional tax it felt that it might well put an end to the trend towards higher powered cars. "For year after year," the S.M.M.T. continued, "the motor industry has played a leading part in the export drive, including dollar earning. It deplores the fact that the Government obstinately refused to recognize the need to keep down costs to a competitive level in world markets. If the present export figures, which the Government regard as vital, are to be continued, it is essential that this be done."

The British Road Federation emphasized that the extra tax on fuel would result in another rise in the cost of living. Only 16 per cent of motor fuel was consumed for pleasure purposes, the remaining 84 per cent being devoted to commercial, industrial and business purposes, and it was therefore inevitable that costs should rise all round. The Federation estimated that the extra tax would add 5 per cent to road transport costs.

Sir Graham Cunningham, chairman and managing director of the Triplex Safety Glass Co., Ltd., said that the Chancellor's additional taxation meant that one of the country's most successful industries was to be yet further crippled. "Industries run by the socialists have to be subsidized by taxation," said Sir Graham. "To add to injury, the Government tax private enterprise to such an extent as to cripple it too. Is the reason to prevent private enterprise from showing-up nationalization in too unfavourable a light?"

The vice-chairman of the Nuffield Organization, Mr. R. F. Hanks, said that the Budget was another case of very poor psychology and playing straight into the hands of the motor spivs. "As in the case of a house, the acquisition of a motor car gives men and women a stake in life, something to aim at, and an ambition to fulfil. This iniquitous imposition puts motoring still further beyond the reach of the most deserving. One by one our standards are being reduced—and yet we are all urged to work harder. It just will not happen! It savours, too, of a clumsy manœuvre to drive traffic on to the nationalized railways, and is yet another instance of curtailing the freedom of the people."

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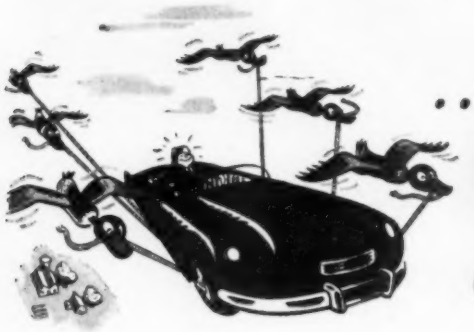

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Chassis lubricant

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MARFAK IS MARKETED IN THE U.K. BY

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ACCESSORIES

TRAFFIC INDICATOR TIME SWITCH

A SELF-CANCELLING switch for traffic indicators is being made by Scintilla, Ltd., 20, Carlisle Road, The Hyde, Hendon, London, N.W.9.

The switch works somewhat like the delayed-action "include-yourself-in-the-picture" devices on cameras. When the lever is moved to left or right, a short spring is wound up, making an electrical contact, and a clockwork mechanism releases the spring slowly, release breaking the contact and returning the actuating lever to the central position. The

The Scintilla switch. It may be mounted on or behind the facia.

mechanism is considerably simpler and sturdier than that of a clock, of course, and should be durable and reliable. The price is £1 15s.

There are two ways of mounting the time switch, which has a black plastic case. In one, it is screwed through its plastic base plate on to the facia; in the other, it is behind the facia with only the actuating lever showing, and it is attached to the panel by the ring nut under the lever. The indicator remains out for about ten seconds after being operated but it may be cancelled at any time manually.

Traffic indicators which are left sticking out for miles by the absent-minded driver are one of the minor menaces of the road, from which a time-operated switch offers relief.

CAR POLISH

A NEW liquid car wax has been introduced by S. C. Johnson and Son, West Drayton, Middlesex, at 5s a tin. This latest application of Johnson's wax has much to commend it. The wax is suspended in a naphtha solvent and is for use only on cars which have been thoroughly cleaned with an orthodox polish, such as Johnson's Carnu. If the car has been washed it must be properly sponged or polished to remove any water stains—these do not get removed during application of the wax in spite of its being in liquid form.

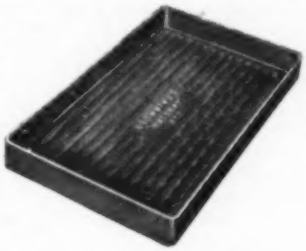
The technique for applying the wax is to pour it liberally on to a suitable cloth and spread it in light, straight strokes over the car panels. After about ten minutes the solvent dries out, leaving a light surface "dust." Using really clean, soft cloths, this is rubbed off and the waxing is complete. Contrary to maker's claims it was found necessary during tests to rub fairly firmly to get a finish up to the standard of normal waxes, but there was, nevertheless, no comparison in effort between the two methods. Familiarity with Car Plate might well lead to an even greater reduction in effort.

Smearing Car Plate too thinly is false economy for, although all parts may be moistened, insufficient wax is left after the solvent dries off and the result is streaky. Any parts so affected should be given a second coat. So far the finish of the car on which the test was made suggests that the wax has good lasting power. One tin was found sufficient to do a smallish car about three times, so that the cost of using this wax is very much more than the normal paste waxes. However, motorists who know the work involved in orthodox waxing will probably consider the reduced effort worth the extra cost.

ACID-PROOF BATTERY TRAYS

THERE is now in production a series of moulded, acid-proof trays in which the car battery may be stood. They give considerable protection to the steel panelling of the battery compartment and any parts of the scuttle affected by spilt acid, battery leakage or sweating. The corrosive effect of battery acid can be extremely serious, especially on older cars, and such trays seem to be a useful fitting.

The trays, which are made by A. J. Browning, Ltd., Dart Street Works, Dart Street, London, W.10, are all made in a width of 7in and with the following lengths and prices, which are subject to amendment. The last two in the list are in stock, the others at present have a delivery of about a month.



The B.T.7 model of the Browning Battray.

Model	Length	Battery Type	Price s	Price d
B.T.2	6 ½in	6v. 9-plate	7	3
B.T.3	7 ½in	6v. 11-plate, high and low	7	9
B.T.4	8½in	6v. 13-plate, high and low	8	6
B.T.5	10½in	6v. 15-plate, high and low and 12v. 7-plate	9	0
B.T.7	11½in	12v. 9-plate	9	6
B.T.8	14½in	12v. 11-plate, high and low	12	3

LOW-PRICED PLUGS

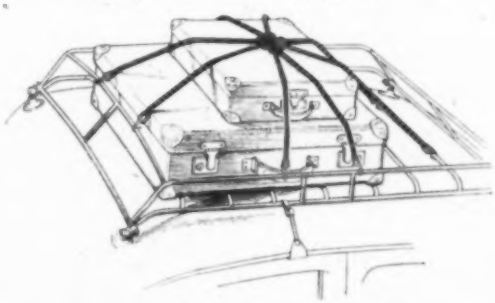
A TEST of 5,000 miles has been carried out with a set of the recently introduced Wipac plugs, the principal feature of which is that the price is 3s 6d each plug. The car concerned was a Ten, normally driven at 45-50 m.p.h. and prone to running-on and overheating on fast runs. In these rather arduous conditions the plugs were found to be free from burning and to maintain tune, correct gaps and instant starting for long periods, while insulators and seals gave no trouble. The plugs are still in service. Threads were well cut and in general the set was well made and finished.

Only three types are available, 14mm standard, 14mm long reach and 18mm standard, all distinguished by the bright blue synthetic insulators. The makers are the Wico-Pacy Sales Corporation, Ltd., Bletchley, Buckinghamshire. They guarantee all plugs for 10,000 miles.

DOMESTIC OCTOPUS

IT would be a pity if the science of roping luggage to roof racks by round turns, family arguments, half hitches and bowsing the bight were to die out, but there is something to be said for a new securing device, the Octopus. Eight arms of stout aircraft elastic terminate in cadmium-plated hooks which grip the top rail of the carrier, and though each individual arm is easily stretched and hooked on, the eight together hold a trunk very securely. The Octopus, in red, yellow, black, blue, green or brown, cost 15s, and a single-armed version 5s.

The device originated on the Continent, where roof racks are general, and is being made under licence here by the Car-Mat Co., Ltd., 16, Colville Road, London, W.11. It is strongly made and looks very neat in use.



The Octopus in use on a luggage rack.

"THE AUTOCAR" NEW CAR PRICE GUIDE

Key—E = Elliptic, I = Independent, C = Coil, Tor = Torsion Bar, Tr = Transverse

Make and Model	No. of Cyls. and Capacity	Gears	B.H.P.	Weight (Dry)	Suspension F.	Suspension R.	Overall Length	Over-all Width	Tank Cap'ty	List Price	Total with Purchase Tax	Latest Road Test
	c.c.			lb.			ft. in.	ft. in.	Gal.	£	£ s. d.	
A.C. saloon	6–1,991	4	76	2,800	½-E.	½-E.	15 4	5 7	11½	1,059	1,695 18 0	—
Tourer	6–1,991	4	76	2,688	½-E.	½-E.	15 4	5 7	11½	1,098	1,758 6 0	—
ALLARD P.1 saloon ...	8–3,622	3	85	3,199	I.C.	Tr. ½-E	15 9	5 9	17½	1,050	1,634 16 8	22/9/50
1.2	8–3,917	3	140	2,006	I.C.	C.	12 4	5 8	22	1,100	1,712 12 4	—
K.2	8–3,622	3	95	2,632	I.C.	Tr.½-E.	14 0	5 9	17½	999	1,555 10 0	—
ALVIS 3-litre ...	6–2,993	4	83	3,192	I.C.	½-E.	15 2½	5 6	14½	1,250	1,945 18 10	—
D.H. coupé	6–2,993	4	83	—	I.C.	½-E.	15 2½	5 6	14½	1,250	1,945 18 10	—
Sports tourer ...	6–2,993	4	95	2,912	I.C.	½-E.	15 2½	5 6	14½	1,250	1,945 18 10	—
ARMSTRONG S'LEY												
Hurricane	6–2,309	4	75	3,115	I.Tor.	½-E.	15 6	5 8	12	1,025	1,595 18 11	—
Whitley	6–2,309	4	75	3,150	I.Tor.	½-E.	15 5	5 8	12	1,045	1,627 1 1	—
Lancaster	6–2,309	4	75	3,220	I.Tor.	½-E.	15 7½	5 8	12	1,045	1,627 1 1	—
Limousine	6–2,309	4	75	3,785	I.Tor.	½-E.	16 3	5 10	12	1,425	2,218 3 4	—
ASTON MARTIN												
D.B.2 saloon ...	6–2,580	4	105	2,454	I.C.	C.	13 6½	5 5	19	1,498	2,331 14 5	17/11/50
D.H. coupé	6–2,580	4	105	2,451	I.C.	C.	13 6½	5 5	19	1,598	2,487 5 7	—
AUSTIN A.40 saloon	4–1,200	4	40	2,128	I.C.	½-E.	12 9½	5 1	6½	420	654 16 8	19/5/50
A.40 sports	4–1,200	4	46	—	I.C.	½-E.	13 3½	5 3½	6½	525	818 3 4	—
A.70 saloon	4–2,199	4	68	2,800	I.C.	½-E.	13 7½	5 6½	12½	577	899 1 2	23/3/51
A.70 coupé	4–2,199	4	68	—	I.C.	½-E.	13 7½	5 6½	12½	720	1,121 10 0	—
A.90 sports saloon ...	4–2,660	4	88	2,996	I.C.	½-E.	14 9½	5 10	12½	845	1,315 18 10	16/2/51
A.125 saloon ...	6–3,995	4	—	4,158	I.C.	½-E.	16 0	6 1	16	1,340	2,085 18 10	7/5/48
A.125 limousine ...	6–3,995	4	—	—	I.C.	½-E.	16 0	6 1	16	1,470	2,288 3 4	—
A.135 saloon ...	6–3,995	4	130	4,340	I.C.	½-E.	16 0½	6 0½	16	1,625	2,529 5 6	4/11/49
A.135 limousine ...	6–3,995	4	130	—	I.C.	½-E.	16 0½	6 0½	16	1,750	2,723 14 6	—
BENTLEY 4½-litr. chassis	6–4,257	4	—	—	I.C.	½-E.	—	—	18	2,145	3,338 3 4	—
Steel saloon ...	6–4,257	4	—	4,088	I.C.	½-E.	16 0	5 11	18	2,875	4,473 14 5	21/6/50
Sports saloon ...	6–4,257	4	—	—	I.C.	½-E.	—	—	18	3,820	5,943 14 5	—
D.H. coupé	6–4,257	4	—	—	I.C.	½-E.	—	—	18	3,845	5,982 12 3	—
BRISTOL Type 401 ...	6–1,971	4	85	2,630	I.Tr.	Tor.	15 11½	5 7	17	2,095	3,260 7 10	—
CITROEN Light 15 ...	4–1,911	3	55.7	2,352	I.Tor.	Tor.	14 5	5 5½	10	640	997 1 2	21/5/48
Six-cylinder ...	6–2,866	3	76	2,912	I.Tor.	Tor.	15 9	5 10	15	930	1,448 3 4	30/12/49
CONNAUGHT L.3...	4–1,767	4	107	2,128	I.Tor.	½-E.	12 3	4 11½	15	1,090	1,613 0 0	—
DAIMLER 2½ chassis ...	6–2,522	4	—	—	I.C.	½-E.	—	—	—	1,065	—	—
Consort	6–2,522	4	70	3,472	I.C.	½-E.	15 2	5 4½	14	1,380	2,148 3 4	16/6/50
Special Sports ...	6–2,522	4	85	3,584	I.C.	½-E.	15 6½	5 4½	14	1,775	2,762 12 2	12/5/50
Straight Eight ...	8–5,460	4	150	5,908	I.C.	½-E.	18 6	6 1½	20	3,370	5,243 14 6	—
DELLOW Sports ...	4–1,172	3	30.1	2,260	Tr.	½-E.	11 6	4 6	15	497	774 12 2	—
FORD Anglia ...	4–933	3	23.4	1,636	Tr.	Tr.	12 8½	4 8½	7	280	447 1 2	18/11/49
Prefect	4–1,172	3	30.1	1,808	Tr.	Tr.	12 11½	4 8½	7	335	522 12 4	23/1/48
Consul	4–1,508	3	47	2,380	I.C.	½-E.	13 8½	5 4	9	425	662 12 4	13/4/51
Zephyr	6–2,262	3	68	2,618	I.C.	½-E.	14 3½	5 4	9	487	759 1 2	—
FRAZER-NASH ...												
Le Mans Replica ...	6–1,971	4	120	1,484	I.Tr.	Tor.	11 9	4 10	20	1,750	2,723 14 6	—
Mille Miglia	6–1,971	4	120	1,624	I.Tr.	Tor.	12 6	4 10	15	1,950	3,034 16 8	—
HEALEY 2.4 chassis ...	4–2,443	4	104	—	I.C.	C.	—	—	—	850	—	—
Tickford saloon ...	4–2,443	4	104	—	I.C.	C.	14 8	5 5	15	1,480	2,303 14 4	—
Abbott D.H. coupé ...	4–2,443	4	104	—	I.C.	C.	14 8	5 5	15	1,500	2,334 16 8	—
Nash-Healey ...	6–3,848	3	140	2,268	I.C.	C.	14 6	5 6	18	Export only		—
HILLMAN MINX ...	4–1,265	4	37.5	1,995	I.C.	½-E.	13 1½	5 2	7	425	662 12 2	2/12/49
Convertible ...	4–1,265	4	37.5	—	I.C.	½-E.	13 1½	5 2	7	505	787 1 2	—
Estate car	4–1,265	4	37.5	—	I.C.	½-E.	13 8	5 2	7	495	771 10 0	—
H.R.G. 1100 two-seater	4–1,074	4	44	1,512	½-E.	½-E.	11 11	4 11	10	820	1,277 1 2	—
1½-litre	4–1,496	4	61	1,624	½-E.	½-E.	12 2	4 11	10	895	1,393 14 6	—
HUMBER Hawk ...	4–2,267	4	58	2,870	I.C.	½-E.	14 6	5 10	10	665	1,035 18 10	29/12/50
Super Snipe ...	6–4,086	4	100	2,843	I.Tr.	½-E.	15 7½	6 2½	15	945	1,471 10 0	16/3/51
Super Snipe limousine	6–4,086	4	100	—	I.Tr.	½-E.	15 10½	6 2½	15	1,020	1,588 3 4	—
Pullman limousine ...	6–4,086	4	100	4,466	I.Tr.	½-E.	17 6½	6 2½	15	1,475	2,295 18 10	—
Imperial saloon ...	6–4,086	4	100	4,438	I.Tr.	½-E.	17 7½	6 2½	15	1,475	2,295 18 10	21/10/49

Make and Model	No. of Cyls. and Capacity	Gears	B.H.P.	Weight (Dry)	Suspension F.	Suspension R.	Overall Length	Over-all Width	Tank Cap'ty	List Price	Total with Purchase Tax	Latest Road Test
	c.c.			lb.			ft. in.	ft. in.	Gal.	£	£ s. d.	
JAGUAR 3½ Mark V ...	6–3,485	4	125	3,696	I.Tor.	½-E.	15 7½	5 9½	15	988	1,538 7 9	8/7/49
D.H. coupé	6–3,485	4	125	3,696	I.Tor.	½-E.	15 7½	5 9½	15	988	1,538 7 9	—
Mark VII	6–3,442	4	160	—	I.Tor.	½-E.	16 4½	6 1½	17	998	1,553 18 11	—
XK.120 Sports ...	6–3,442	4	160	2,744	I.Tor.	½-E.	14 5½	5 2	15	988	1,538 7 9	14/4/50
F.H coupé	6–3,442	4	160	—	I.Tor.	½-E.	14 5	5 2	15	Export only		—
JENSEN Interceptor...	6–3,993	4	130	2,800	I.C.	½-E.	15 3	5 6	13	1,450	2,257 1 0	—
4-litre	6–3,993	4	130	3,560	I.C.	C.	16 5	5 10	19	2,076	3,230 16 8	—
JOWETT Javelin ...	4–1,486	4	50	2,290	I.Tor.	Tor.	14 0	5 0½	8	635	1,289 5 6	30/4/48
Javelin Jupiter ...	4–1,486	4	60.5	1,624	I.Tor.	Tor.	13 7	5 2	10	875	1,362 12 2	1/12/50
LAGONDA 2½-litre ...	6–2,580	4	105	3,223	I.C.	I.Tor.	15 8	5 8	19	1,895	2,949 5 5	11/11/49
Coupé	6–2,580	4	105	3,185	I.C.	I.Tor.	15 8	5 8	19	1,970	3,065 18 11	2/3/51
LANCHESTER Ten...	4–1,287	4	40	2,464	I.C.	½-E.	13 2	4 10	8	800	1,245 18 10	11/3/49
Fourteen	4–1,968	4	60	3,136	I.Tor.	½-E.	14 5	5 6½	15	895	1,393 14 6	—
LEA-FRANCIS 14 ...	4–1,767	4	65	2,828	I.Tor.	½-E.	15 1	5 4	11	1,130	1,759 5 6	—
Estate car	4–1,767	4	65	2,828	I.Tor.	½-E.	15 1	5 4	11	1,010	1,572 12 2	—
14-70	4–1,767	4	70	2,800	I.Tor.	½-E.	15 1	5 4	11	1,330	2,070 7 10	—
Eighteen	4–2,496	4	95	3,024	I.Tor.	½-E.	15 1	5 4	15	1,380	2,148 3 4	—
2½-litre Sports ...	4–2,496	4	100	2,576	I.Tor.	½-E.	14 0	5 4	15	1,140	1,774 16 8	9/7/48
MARAUDER Sports	6–2,103	4	80	2,575	I.C.	½-E.	13 10	5 6	11½	999	1,666 10 0	—
M.G. TD Midget ...	4–1,250	4	54	2,072	I.C.	½-E.	12 1	4 10½	12½	470	732 12 1	20/1/50
1½-litre	4–1,250	4	46	2,144	I.C.	½-E.	13 5	4 11	8	565	880 7 10	9/5/47
MORGAN two-seater	4–2,088	4	68	1,680	I.C.	½-E.	11 8	4 8	11	510	794 16 8	—
Four-seater	4–2,088	4	68	1,736	I.C.	½-E.	11 10	4 8	11	525	818 3 4	—
D.H. coupé	4–2,088	4	68	1,792	I.C.	½-E.	11 10	4 8	11	565	880 7 8	—
MORRIS Minor ...	4– 919	4	27.5	1,736	I.Tor.	½-E.	12 4	5 1	5	333	519 10 0	26/11/48
Four-door saloon ...	4– 919	4	27.5	—	I.Tor.	½-E.	12 4	5 1	5	365	569 5 7	—
Tourer	4– 919	4	27.5	—	I.Tor.	½-E.	12 4	5 1	5	333	519 10 0	30/6/50
Oxford	4–1,476	4	41	2,296	I.Tor.	½-E.	13 1½	5 5	9	448	698 7 9	25/8/50
Six	6–2,214	4	70	2,800	I.Tor.	½-E.	14 9	5 6	12	562	875 14 6	28/4/50
PARAMOUNT Mk. I												
Coupé	4–1,172	3	—	1,736	I.Tr.	½-E.	13 10	5 6	8	575	895 9 5	—
Roadster	4–1,172	3	—	1,680	I.Tr.	½-E.	13 3	5 6	8	498	776 1 8	—
RENAULT 7.5 h.p.	4–748	3	19	1,232	I.C.	I.C.	11 10	4 8½	6	390	625 10 0	10/2/50
RILEY 1½-litre... ...	4–1,496	4	55	2,716	I.Tor.	½-E.	14 11	5 3½	12½	750	1,168 3 4	10/10/47
2½-litre	4–2,443	4	100	3,220	I.Tor.	½-E.	15 6	5 3½	12½	958	1,491 14 4	25/2/49
ROLLS-ROYCE ...												
Silver Wraith chassis	6–4,257	4	—	—	I.C.	½-E.	—	—	18	2,195	3,415 18 10	—
Saloon (Park Ward) ...	6–4,257	4	—	—	I.C.	½-E.	—	—	18	3,900	6,068 3 4	—
Sedanca (Mulliner) ...	6–4,257	4	—	—	I.C.	½-E.	—	—	18	4,015	6,387 1 1	9/12/49
Limousine (Mulliner)	6–4,257	4	—	—	I.C.	½-E.	—	—	18	4,280	6,659 5 7	—
Limousine (Hooper)	6–4,257	4	—	—	I.C.	½-E.	—	—	18	4,145	6,449 5 7	—
Silver Dawn	6–4,257	4	—	—	I.C.	½-E.	—	—	18	Exports only		—
ROVER 75	6–2,103	4	75	3,083	I.C.	½-E.	14 10½	5 5½	11½	910	1,417 1 2	14/7/50
SINGER Nine Roadster	4–1,074	4	36	1,736	I.C.	½-E.	12 6	4 8	7	485	755 18 10	14/10/49
S.M.1500	4–1,497	4	50	2,520	I.C.	½-E.	14 6	5 3	10	675	1,051 10 0	10/6/49
STANDARD Vanguard	4–2,088	3	68	2,492	I.C.	½-E.	13 10	5 9	15	550	857 1 2	15/12/50
Estate car	4–2,088	3	68	2,492	I.C.	½-E.	13 10	5 9	15	605	942 12 2	—
SUNBEAM-T. 90 ...	4–2,267	4	70	2,779	I.C.	½-E.	13 11½	5 2½	10	820	1,277 0 2	23/2/51
Convertible	4–2,267	4	70	2,779	I.C.	½-E.	13 11½	5 2½	10	875	1,362 12 2	—
TRIUMPH Mayflower	4–1,247	3	38	1,988	I.C.	½-E.	13 0	5 2	9	420	654 16 8	5/1/51
Renown	4–2,088	3	68	2,576	I.C.	½-E.	14 10	5 4	15	825	1,284 16 8	24/2/50
Roadster	4–2,088	3	71	2,562	I.C.	½-E.	13 10	5 10	12	975	1,518 3 4	—
VAUXHALL Wyvern	4–1,442	3	35	2,098	I.Tor.	½-E.	13 8½	5 2	10	415	647 1 2	14/1/49
Velox	6–2,275	3	58	2,278	I.Tor.	½-E.	13 8½	5 2	10	470	732 14 2	24/3/50
WOLSELEY Four Fifty	4–1,476	4	50	2,660	I.Tor.	½-E.	14 2	5 6	9	580	903 14 6	27/5/49
Six Eighty	6–2,215	4	72	2,884	I.Tor.	½-E.	14 9	5 6	12	635	989 5 7	28/7/50

Continental Touring Notes

by A. G. Douglas Clease

The town gate at Langres, south-east of Paris.

CROSSING to France by the Dover-Dunkerque ferry service on the night of March 4-5 I was surprised to find the big garage on the *Hampton Ferry* three-parts full of cars. Four cars, the Humber Super Snipe I was driving, an Austin A.90, a Rover and a 3-litre Alvis were bound for the Geneva Show, in March, and were, therefore, on business trips, but the others, as far as one could judge, looked as if their owners were on pleasure bent. If so, the Continental tourist season has started early and with a swing. Indeed, friends of mine are at present taking an early holiday in France with their cars, and many queries on foreign touring from readers who were planning holidays in April and May have been dealt with in recent weeks.

Those who, for various reasons, have to arrange their

USEFUL INFORMATION GLEANED FROM RECENT EXPERIENCE

holidays later in the summer, particularly in July and August, should lose no time in booking passages for their cars and themselves. I believe some of the summer weekends have been heavily booked up already on the shorter and more popular cross-Channel services.

Incidentally, when booking for the night ferry service it is wise to use the two dates, as in March 4-5, to make it quite clear when the passage is required. This is desirable because the boat sails about midnight and if a single date only is used it is possible for misunderstandings to occur.

For those who have a long journey to their destination and who want to get there as quickly as possible the Dover-Dunkerque night ferry service has one big advantage. It is possible to get a few hours' sleep aboard and be through Customs and away by 5.30 a.m. There is no traffic about so early and one can, for example, have a late second breakfast at Rheims, Paris or St. Germain-en-Laye, depending on route and destination. It is, in fact, quite easy to cover 400 miles in the first day with such an early start, even with a small car.

Many readers who have written asking for information are concerned with the question of expense. Frankly it has to be admitted that the cost of living is still rising on the Continent, as, indeed, it is in this country. So, naturally,

TOURIST FORMALITIES

PASSPORTS are essential, and may be obtained from the local labour exchange or from the passport office. A visa is not necessary for various countries, including all the popular ones.

FOREIGN CURRENCY is obtained from your bank after Form T1 has been completed. It is in the form of travellers' cheques, which must be signed when they are obtained and again in the presence of the person who is changing them.

A new sign coming into use in France. It indicates a major road being crossed by a minor one.

The motoring organizations do not act as agents for the previous requirements, but they do so for the following :

CAR DOCUMENTS, obtained by filling up the application form for car documents issued by the motoring organizations upon request by members. Exactly what documents are needed becomes evident as the form is completed, and all these are supplied in a special wallet which should be stowed in a safe and lockable place on the car at all times.

STEAMER TICKETS, both for car and passengers, are also supplied, and the application form for touring documents specifies the accommodation required. It is advisable to book early, and in any case alternative dates are requested.

GB PLATE will be supplied by the organization if it is required. The charge for the services rendered by the organization is £3 10s, which covers all normal documents and a GB plate.

STEAMER SAILINGS may be obtained from the organizations also. Those not using such facilities must obtain them from British Railways or from Townsend Bros. Ferries, Ltd., 78, Leadenhall Street, London, E.C.3., who operate the services across the Channel. There is also an air service operated by Silver City Airways, Ltd., 11, Great Cumberland Place, London, W.1. In this, car and passengers are taken from Lympne aerodrome to Le Touquet by Bristol Freighter.

This French road sign needs no explanation to the foreigner—the gyrations of the car tell their own story.

CONTINENTAL TOURING . . . continued

the big luxury hotels have to be avoided, but even at the smaller provincial town hotels with, say, 70 bedrooms to take an actual example, a single room costs from 10s to 14s, or from £1 1s to £1 10s with private bathroom. A double room costs from 14s or up to £1 12s with private bathroom. Continental breakfast costs 3s 6d, lunch or dinner 16s. These prices include service and taxes, but the *hotelier* who gave them to me warned me that they might have to be increased during the year, depending upon how much the cost of living increases.

Some idea of the cost of meals can also be gathered from the scheme of tourist menus which the French National Railway is sponsoring. At sixty-four stations the buffet offers a tourist meal at a cost of 12s in most cases, or a little more in a few places where food is not so plentiful. For this are offered four courses, with a wide variety of dishes, including a regional speciality; wine and service are included.

As for running costs of the car, the price of petrol now works out at 4s 11d per gallon for the ordinary grade and a few pence more for the *supercarburant*. My experience is that the ordinary grade is about on a par with our petrol here in England or sometimes even a little better. An engine rather prone to pinking will be better suited by the *super* on which it will probably run without a vestige of knock. One should be careful, however, that this grade is not spilled over the wing, because as it contains alcohol it will not improve the paintwork.

In *Roads of France*,* published a few months ago, I recommended the carrying of a supply of the oil normally used, but that is no longer necessary as the various grades of the well-known oils are now widely distributed.

On the whole, foreign travel this year seems a little less hedged about by regulations and restrictions. This is probably because, with the increased currency allowance of £100 per person, there is no need to think quite so much about eking out the francs, except, of course, from the personal point of view! Also, it is now much less trouble to cash travellers' cheques, because so many French hotels have been authorized to do so and it is not, therefore, necessary to go to a bank if one is staying at such an hotel.

Switzerland has its usual warm welcome for the tourist. At Basle the Customs are efficiently swift and courteous in their dealings, and hand the traveller leaflets welcoming him to the country and containing good advice and useful information. There is, for example, no speed limit in Switzerland, but one is expected to drive in towns only at such a speed as is safe and will not inconvenience other road users. The horn should not be sounded except in case of danger, and at night should not be used at all, signals being given by flashing the head lamps. Travellers' cheques can also be cashed at the main railway stations.

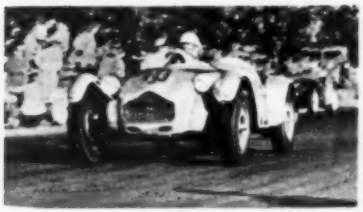
Tourists intending to go to Switzerland should remember to ask their insurance company for a special pink form, otherwise they will have to pay a small insurance premium (about 6s) at the Swiss Customs on entering the country.

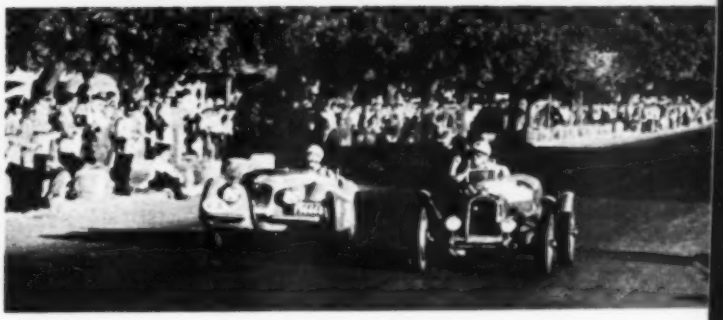
For the tourist in France, the *Michelin Guide* is, of course, invaluable and the 1951 edition has just made its appearance. While it follows its usual form it has certain very useful additions, and in particular the instructions on how to use the guide, and some of the special information given at the beginning and end of it, appear in English as well as in French. Additions are maps showing the main places of interest and the localities in which annual pilgrimages are held, together with the dates. Some of these festivals are marked by unusual ceremonial and they provide a deeper insight than is customarily gained into the life of the country.

Then amongst hotels and restaurants famous for their *cuisine* there are certain establishments of international repute, and to distinguish them three stars are reintroduced for the first time since 1939. Again, some hotels are particularly pleasant to stay at, and these are now shown by red symbols in the main body of the guide.

* *Roads of France*, by A. G. Douglas Clease, published by Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1. Price 5s.

Cars have been unloaded, the traveller stands between the trains and the graceful little *Maid of Orleans* and has that feeling of great beginnings which gilds a prosaic dockside.





The winner at speed (J. Fitch, Cadillac-Allard). Right : A. Schwelm Cruz (Alfa Romeo) passes J. Caamaño (Jaguar XK120).

Argentinian Sports Car Race

TO conclude the 1951 Argentine racing season, the Argentine Sport Confederation, jointly with the Automovil Club Argentino, and through the Club de Automóviles Sport, organized a most interesting sports car race to which several prominent American drivers were invited, including Tom Cole (Cadillac-Allard), John Fitch (Cadillac-Allard), Fred Wacker (Cadillac-Allard), Tony Pompeo (Alfa-Wayne), Bill Spear (Ferrari Mille Miglia two-seater), Jim Kimberley (Ferrari 2.3 Coupé Le Mans) and George Rand (Ferrari two-seater Inter), accompanied by John Peronna, Alec Ulmann, J. Donaldson, Louie Turco and A. Momo, all officials of the Sports Car Club of America, although the team did not represent the club officially.

In practising, the best time had been set up by Fred Wacker (Cadillac-Allard with Hydramatic), who clocked 2m 15.7s to average 58.49 m.p.h., followed by the Argentine driver Adolfo Schwelm Cruz' 2m 16.2s with a 2.3 Alfa. In the actual race, John Fitch (Cadillac-Allard) took the lead at once from the Le Mans-type start, and led round the first lap, followed by Tom Cole (Cadillac-Allard), Schwelm Cruz (Alfa Romeo), Pérez de Villa (2.9 Alfa Romeo), and Wacker, who had lost seconds at the start. However, Wacker soon proceeded to regain lost ground and was second on the sixth lap, after Cole had had to retire with gear box trouble which had plagued him all through practising.

The race then continued without incident, Schwelm driving magnificently to keep up with the Cadillac-Allards, until Pérez de Villa, running fourth, had a blow-out which sent him into a straw-bale, forcing him to retire. This let José Collazo in a Silverstone Healey (Riley-engined) into fifth place behind Fitch, Wacker, Schwelm and M. Schroeder (Le Mans Delahaye), and ahead of all the Ferraris. An S.S.100 Jaguar and a 328 B.M.W. were going very well at first but were later delayed at the pits, as was Schwelm, who had to come in to fix up several petty troubles, all of which cost him over three minutes.

So Schroeder, with the consistently fast Delahaye, went into third place, the Healey still grimly hanging on. At this stage Fred Wacker attempted to wrest first place from Fitch, but he became over-exuberant on corners, and finally executed one or two *tête-à-queues* which damped his ardour somewhat. Schwelm meanwhile was driving like a demon to regain lost time, but the old Alfa really was not on form after its pit stop, and finished the last few laps sounding nastier and nastier all the time. And so the race ran out, with Fitch leading imperturbably, albeit without brakes, followed by the meteoric Wacker, Schroeder's Delahaye, and the amazing Healey, with standard engine and standard everything else except h.c. pistons—and still ahead of the Ferraris!

Schwelm Cruz was next, and then three Ferraris and Jorge Caamaño's Jaguar. There were many fine performances, among which was Roberto Bonomi's in a Cisitalia, which doggedly kept up with the bigger cars (and beat a lot of them, too), Eric Forrest-Greene's with a grand 4½-litre overdrive Bentley close-coupled saloon, and many others too numerous to mention.

RESULTS

Base Distance 86.8 miles (40 laps of 2.17-mile circuit).—1, Cadillac-Allard 5,420 (John Fitch), 1h 33m 55.8s, 56.75 m.p.h.; 2, Cadillac-Allard 5,430 (Fred Wacker), 59 laps; 3, Delahaye 5,600 (Miguel Schroeder), 58; 4, Healey 2,443 (José M. Collazo), 58; 5, Alfa Romeo 2,500 (A. Schwelm Cruz), 58; 6, Ferrari 2,000 (George Rand), 57; 7, Ferrari 2,500 (James Kimberley), 57; 8, Ferrari 2,000 (Bill Spear), 57; 9, Jaguar XK120 3,442 (Jorge Caamaño), 57; 10, Cisitalia 1,500 (Roberto Bonomi), 56; 11, Alfa-Wayne 4,600 (Tony Pompeo), 56; 12, Jaguar 3,442 (Lucio Bollaert), 56; 13, Healey (Carlos Stabile), 56; 14, Jaguar 3,442 (Carlos Lostaló), 56; 15, Lea-Francis 2,500 (Nicolas Dellepaine), 56; 16, Jaguar 3,442 (Cesar Tesoriero), 55; 17, Bentley 4,250 (Eric Forrest-Greene), 54; 18, Alfa Romeo 2,500 (Paquito), 53; 19, Jaguar 100 3,486 (Francisco de Ridder), 51; 20, B.M.W. 1,971 (E. Harrington), 26.

Fastest lap: Fitch, 2m 13.9s, 59.51 m.p.h.

J. Collazo (Healey) and E. Forrest-Greene (Bentley).

THE SPORTS CAR CLUB OF ARGENTINA

ONE day in late 1947 a group of Argentine sports car enthusiasts foregathered for a run, during which someone suggested starting a sports car club. The idea met with immediate acceptance, but, things being the way they are, much time and energy was expended on besting about the bush, until, finally, one of the group became so tired of the whole business that he announced one day that he had let an old house in San Isidro (near Buenos Aires) for the club's H.Q., and that it was up to everyone present to help pay the rent! Thus, on March 10, 1948, the Club de Automóviles Sport, or Sports Car Club (of Argentina) was founded by E. Dillon, L. Bollaert, J. Malbrán, N. Dellepiane, J. González and R. Mieres, all of whom were recently presented with commemorative lapel badges as a well-earned tribute to good work done.

The "car force" of those early days included a 328 B.M.W. (the fastest car in the club at the time), a 327, a 4½ Bentley, a huge Mercedes-Benz SSK, a 1½-litre H.R.G., a Hotchkiss cabriolet, and the usual flock of M.G.s, those sterling little cars so dear to the heart of every true enthusiast.

The club follows the regulations set down by the F.I.A. relating to sports cars, except for Annexe C, in place of which they have evolved a separate regulation. They will accept bona-fide Argentine-made prototypes. Actually, rebodying is permitted, as is the use of a supercharger, but the chassis and engine *must* be standard, within the normal range of modifications likely to be made by an enthusiastic owner. In any case, all cars not 100 per cent standard must be individually approved by the committee.

The club is strictly amateur.

Three of the club's members have raced in Europe with no little success: Ernesto Tornquist ("Emart") has by now become a familiar figure at the wheel of his little Simca, it being recalled that he won his heat at Aix-les-Bains in 1949, but was unable to start in the final: Roberto Mieres gained a meritorious fourth place in the Geneva Cup race last year with a short-chassis Ferrari, and Adolfo Schwelm Cruz has become famous all over the Continent for his extraordinary train of victories in the Grand Touring Classes of the Targa Florio, Giro d'Umbria and the Mille Miglia, driving an Alfa Romeo in every race. It is not known definitely at the time whether any of the members will be racing in Europe this year, but it is not unlikely that Schwelm might be over to have another crack.

Backing into the parking test bay—H. J. Rayner (Austin A.40).

NORTHERN RALLY

FAMOUS OLD HILLS IN SCARBOROUGH EVENT

ONE does not normally go from Derby or Sheffield to Scarborough by way of Grimsby! Unless, of course, one was a competitor in the Pathfinders and Derby M.C.'s Scarborough Rally held last weekend; the 43 Derby entrants less two non-starters, left from 10.31 p.m. to 11.14 p.m. on Friday, and the 16 Sheffield entrants, also less two non-starters, from 11.45 p.m. to midnight.

Also, having arrived at Grimsby by any desired route, one does not normally return to Derby just to breakfast there between 5.1 a.m. and 6.1 a.m. But the Pathfinders did. Then they proceeded to Harrogate by any desired route, after which an obligatory route of 173 miles took them to Pateley Bridge, Kettlewell, up Park Rash, on to Aysgarth, Hawes, over Buttertubs, on to Tan Hill, over Bowes Moor to Scotch Corner, followed by 17 miles of A1 before turning off to Thirsk, up Sutton Bank, and finally by Kirby Moorside, Pickering and East Ayton to check in at the Grand Hotel, Scarborough.

Snow Showers

Much of this largely moorland section is, as old London-Edinburgh competitors will remember, rough and difficult, and in the early hours of Saturday morning snow showers were severe enough to cake on windscreens and reduce visibility. However, Park Rash has been partly tamed by tarmac on the worst parts. So has Sutton Bank, although the gradients have not been eased.

Two tests were introduced, just to enliven proceedings. Over a distance of 3.6 miles approaching Thirsk an average speed of 26½ m.p.h. had to be maintained or a penalty of half a mark per second incurred for every second over or less than standard time. Then, at the very top of Sutton Bank, came a stop, restart, and acceleration test over about 150 yards.

Incidents and troubles were few, but the crew of No. 17, S. D. Guttridge's 1,568 c.c. Morris Oxford, heard a tremendous wallop as something hit the car, but did not know what the cause was until W. H. Green, who was following in his Lancia Aprilia, disclosed it by holding up a large hare which he stopped to retrieve with an eye to supplementing the weekly eightpennyworth. Then B. H. B. Upton's Hillman behaved as a minx might, but as no Minx should, by the fan belt becoming loose enough to foul a water hose and cut a hole in it.

J. P. Chapman's Mercury had the fan spindle break, and when it had been welded it broke again! F. K. West's Paramount had the bonnet fly open, denting it against the screen, and was also rammed in the stern by another car at Grimsby. A. M. Bramah, in his TC M.G., was whipper-in, having been from Skipton to London first, and was unhappy about a little-end bearing.

Few Retirements

However, retirements were only three, the various troubles being overcome, and many were waiting to check in at the final control long before they were due. During the evening results were worked out for the road section; all but three who had retired had lost no marks on time, and in the regularity test A. Towle (1,486 c.c. Jowett) had hit off the time exactly, losing no marks. Next best, losing ½ mark, were N. E. Jordan (2,267 c.c. Sunbeam-Talbot) and J. W. Fleetwood (1,172 c.c. Ford); B. Willows (Austin A.90) and J. L. Hepworth (1,486 c.c. Jowett) lost 1½ marks.

Competition for fastest time in the acceleration test was keen; J. P. Chapman (4,105 Mercury), with 6¾sec, beating H. J. Senn's XK120 Jaguar time of 7⅛sec, and the 8sec dead of G. M. Samworth's XK120 and F. Dean's 1,172 c.c. A.W. Special. Kingston-Whittaker's Healey took 8⅛sec and T. K. Shipside's TD M.G. 8⅜sec.

On Sunday morning three driving tests were timed to begin at 9 a.m. but, possibly owing to the beginning of Summer Time and the consequent loss of an hour's sleep, it was nearly 10 a.m. when the first man reversed round a hairpin bend to park alongside a "kerb" on his left side. The fact that the kerb was represented by a few feet of 3in × 2in timber placed in the middle of the road made this tricky. Touching the wood strip entailed a loss of 12 marks, and marks were also lost at the rate of one per inch distance of front and rear tyres from the strip. Various attitudes were adopted by drivers in their efforts to sight the strip; J. F. Dalton leaned across his passenger in his M.G., but W. A. Bemrose leaned *behind* his passenger in his M.G. T. K. Shipside, in a TD, relied on signals from his navigator. For drivers of closed cars the test was even trickier, but D. J. Herbert got his Lancia

During the run to Scarborough S. D. Gutteridge struck a hare, which landed on the bonnet of the following car (W. H. Green). Whose bird?

A cut-away door is handy in kerb tests : J. F. Dalton submerges his passenger during a neat effort

Aprilia so well placed that he lost only three-quarters of a mark.

From this test cars were reversed farther up the hill to the starting line of the next test. Here they reversed into a "box" on the outside curve of a hairpin bend and then accelerated forward up the hill to the finishing line: Penalty of touching kerb or pylon, ten marks, and marks debited at one per second for the time taken. J. P. Chapman handled his Mercury neatly and made fastest time in 11⅞ sec, Shipside's TD M.G. and C. P. Nichols' Dellow tieing as runners-up with 13 sec. In the acceleration test which followed immediately, Chapman again made f.t.d. with 5⅞ sec. F. Dean's A.W. Special with its blown 1,172 c.c. Ford engine and H. J. Senn's XK120 tied for second place with 6⅞ sec, and again Shipside and Nichols tied, this time for third place with 7 sec.

Then came a concours d'élégance, judged by members of the Scarborough club, to complete the event.

While results were being worked out, protests were put in concerning the regularity test timing, but the provisional results are as follows:—

RESULTS

Tickford Trophy: A.W. Special 1,172 s. (F. Dean), 31 17/20 penalty marks. Runner-up: Healey 2,443 (J. Kingston-Whittaker), 33 3/5 penalty marks; 3, M.G. 1,250 (J. F. Dalton), 34½.

Class A: M.G. 1,250 (D. F. Ryder), 26 3/20. **Class B:** M.G. 1,350 (A. E. Gather), 38 6/10. **Class C:** Sunbeam-Talbot 1,594 (N. F. Jordan), 42 3/10. **Class D:** Triumph 2,000 (D. Gregory), 45 2/5. **Class E:** Ford Pilot 1,622 (A. Baylis), 53 6/10. **Class F:** Jaguar XK120 3,442 (O. M. Samworth), 36 1/10. **Class G:** Mercury 4,105 (J. F. Chapman), 58.

Team Award: County Car Club, M.G.s (J. F. Dalton, W. A. Bemrose, T. K. Shipside), 122 9/10 total.

Starting trial award from Derby: Jaguar XK120 3,490, (H. J. Senn), 43 marks.

Starting trial award from Sheffield: Bentley 3,500 (E. S. Sheath), 43 7/30.

Concours d'Elégance: **Class A,** Bentley (E. S. Sheath); **Class B,** Lancia Aprilia (E. D. Woolley). **Class C,** J. Healey (J. Kington-Whittaker); 2, Jaguar XK120 (H. J. Senn). **Class D:** Triumph Renown (H. C. Burrows); 2, Alvis (F. W. Moore); 3, Sunbeam-Talbot (M. E. Jordan).

Racing at Palm Springs

ON April 1 the second annual Palm Springs road race was staged by the California Sports Car Club on a new 2.4-mile circuit.

This year's race was over a distance of 150 miles and drew entries from New York, Chicago, Denver and San Francisco, as well as from Southern California, and produced the largest and most varied field yet seen in any California sports car race.

Jim Kimberly, industrialist, socialite and sportsman from Chicago, brought his 2-litre Ferrari to California for this event, but at the last minute had to return and left his car to be driven by Marshall Lewis.

Last year's race was marred by intense heat, but this time the weather was perfect and in Saturday's practice Phil Hill made the fastest lap with his 2.9 Mille Miglia Alfa, the Jaguars, the Cadillac-Allards and the Ferrari making about the same times—six seconds slower than the Alfa. Publisher Hastings Harcourt, in his first race, offered his Jaguar to Peter Willy Daetwyler, the visiting Swiss sports car racing champion, who took over at 20 laps.

Thirty-three cars, the largest in the rear, made a spectacular start with the Ferrari and an Allard streaking through the slower cars. At the end of the first lap the Ferrari had a clear lead of 150 yards and was never to be threatened, although when Daetwyler took over from Hastings Harcourt he gained on the Ferrari for a time; but eventually his Jaguar overheated and he had to retire. Phil Hill's 2.9 Alfa unfortunately lost a wheel in the third lap, so spectators were denied the spectacle of a good driver, at the wheel of the only car capable of beating the Ferrari, engaging in a duel of sports car giants. Test pilot Jack Armstrong drove a very careful and steady race to keep his Cadillac-Allard second to the Ferrari. E. Forbes-Robinson and Donald Parkinson nursed their Jaguars' brakes to such an extent that they drove into third and fourth places. The under-1,500 c.c. class was won by Johnny Von Neumann with a superbly prepared TD M.G. which was so fast that for part of the race he led the Allards and the Jaguars, and finished a lap ahead of a TD driven by Bill Breeeze, of San Francisco.

RESULT

Race distance, 150 miles.

1. Ferrari 2,000 (Marshall Lewis).
2. Cadillac-Allard 5,420 (Jack Armstrong).
3. Jaguar XK120 3,442 (E. Forbes-Robinson).
4. Jaguar XK120 3,442 (Donald Parkinson).

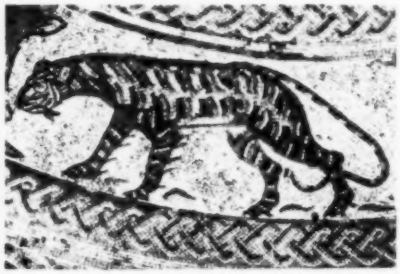
Marshall Lewis hugs a left-hand bend with the winning 2-litre Ferrari.

Outskirts of Stroud from the road up to Minchinhampton Common.

A BURIED TREASURE

by Michael Brown

THE WOODCHESTER PAVEMENT IS TO BE DISPLAYED FOR THE FESTIVAL



STROUD, a busy Gloucestershire industrial town, disguises its industry by straggling pleasantly over the western face of the Cotswolds; from Minchinhampton Common—a summit of short turf and whatever wind is blowing, and magnificently spacious—it presents a study in human activity. If you stand up there looking north towards Gloucester, Woodchester lies below on your left hand.

We dropped out of the wind's buffetings by descending one of the steep lanes to A46; turned left through Nailsworth and left again towards Tetbury, in order to sample the surroundings, and reversed our tracks high above the lake at Balls Green.

It is splendid country, hilly and wooded. The cottages are grey, and if they lack the yellowing of the stone elsewhere in the Cotswolds they are still a mightily refreshing change from home counties red brick (which is none the less likeable). Before we reached Stroud we diverted to the left for Woodchester, along a narrow lane in which the 1¼-litre M.G. fits to a nicety (overall width 4ft 11in—bless you, Abingdon). The problem of parking outside the Rectory called for some judgment, and your correspondent—to borrow that felicitous expression from Printing House Square—faced the dilemma of the Rectory door, for a card pinned thereto read "Back shortly—Rector." Was the Rector out, or had he returned and forgotten to take the card down?

Things Long Ago

My guess proved correct, and the Reverend H. D. Woolcott took me into a sunny south room, where, inside five minutes, we were back across the centuries. But wait; come with us another couple of hundred yards down the road from the Rectory, into the old churchyard.

It is a sad little square of rough and yellow turf. Ancient tombstones throw sharp shadows when the sun beatifies the soil; two Scots pines and some columnar yews are there to grieve with the winds of winter. Fragments of the old church remain, one a Norman arch of perfection in a semicircle, the other graced with a reddish brick amongst the stone that immediately strikes the eye as outlandish. So it should; it is 1,800 years old and is the key to the rough square shape that is imprinted on the turf of the churchyard. Two feet under that turf lies what has been described by antiquarians as probably the finest Roman tessellated pavement in the world.

One is conscious of shame that such a treasure should lie buried, and the fact that it is being opened up for Festival year—the first time since 1935—adds to the feeling. As I studied the beautiful engravings in the volume by the original excavator, Samuel Lysons (1796), I thought of the South Bank Festival site with its Skylon and coloured balls, and they seemed suddenly tawdry by comparison with the Roman half-inch *tesseræ* buried below the Gloucestershire soil. It is disgraceful that such a work should not be permanently displayed. Money flows like water on foolhardy projects these days. How much would it cost to reconstruct the covered hall of the Woodchester villa, of which the pavement was the floor, and to maintain it for permanent exhibition? Is not this something for the Office of Works, or the National Trust?

The great square of nearly fifty feet has not survived undamaged. Whereas the poor were content to lie shallowly, the rich in past centuries insisted that their family corpses should rest more deeply, and there are holes where the gravediggers plunged through the pagan beauty. Yet a wealth of detail remains, as the photographs show. The border is a wide labyrinth, fret-edged with a key pattern and plaited braidwork (I quote A. A. Laporte Payne, M.A.), within which are twenty-four compartments about the centre space. The central square, except for the spandrels at the corners, is occupied by a series of concentric circles, forming the principal design. The outer circle is of Vitruvian scroll, proceeding from a mask of Pan. The middle circle contains various beasts (originally twelve), of which the lion, tigress, stag, leopard, bear, gryphon, horse, boar and lioness have been identified. The elephant has been destroyed. Birds and a fox are depicted in the inner zone—peacock, dove, duck, hen and cock pheasant. The cock pheasant is shown scratching his head, and the porch of the Rectory is floored by a facsimile of this section. And very beautiful it is, too.

The central design was an octagonal compartment, the south side of which was open to admit the central figure,

Orpheus, playing the lyre. The legend came originally from Greece, and was much favoured by artists for mosaics, especially in Britain, perhaps, says Laporte Payne, because the design introduced strange beasts and a form of nature worship.

What are the constructional details of this work, no doubt done by British slaves, in those far days, for the British citizens of Rome who were almost undoubtedly the owners of the villa? There were a million and a half *tesseræ*, about half an inch square, of local stone and fine brick laid in a rough state and then highly polished. The cubes were set in hard cement laid upon a coarser *nucleus* eight inches thick. Underneath is a *substratum* of gravel, three feet in depth, upon a foot of rubble. Several flues, large enough for a man to crawl through, crossed under the pavement and communicated with box tiles placed in the walls.

There are other, coarser, mosaics remaining of the villa, which was enormous, much greater than that at Chedworth, and, of course, much of interest has been found at various times. A particularly beautiful statue of the goddess Luna, with a sacrificial bull at her feet, is in the British Museum, as is a part of a group of Cupid and Psyche. But the pavement itself is the attraction this Festival year, and as a result of the keenness and enthusiasm of Mr. Woolcott—a young ex-R.A.F. chaplain—there is no doubt that visitors to Woodchester are going to find that the most has been made of the display. As a measure of British culture, not yet submerged in the tangential splashing of the Later Distortionists and Cacophonists, it may be recorded that, in 1935, 30,000 visitors came in five weeks.

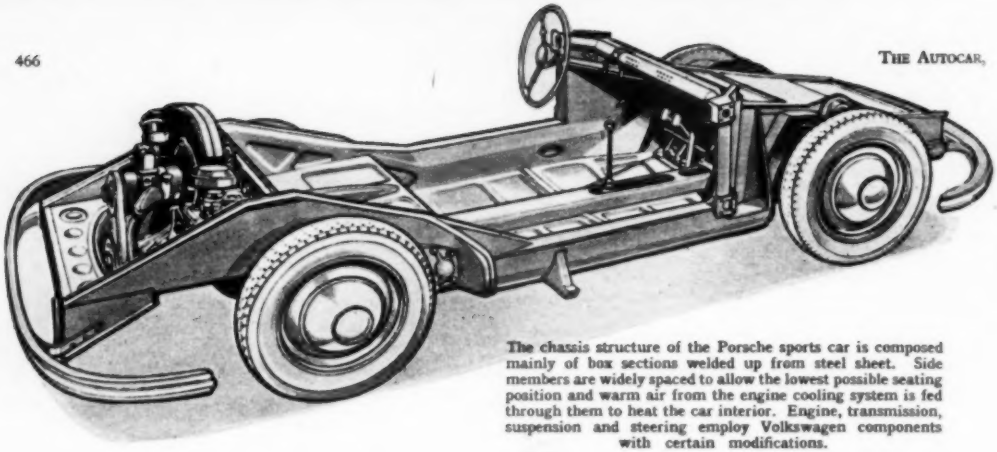
The opening ceremony will be performed by the Duke of Beaufort and the Lord Bishop of Gloucester at 3 p.m. on July 10. The pavement will be on view until August 18, daily from 10 a.m. until 8 p.m., and on Sundays 2 p.m. until six. Opening day will cost 2s 6d, other days 1s (schoolchildren 6d); there will be refreshments. All proceeds will go to the church funds.

Why, asks the puzzled observer, not leave the pavement exposed after August 18? The answer is a simple one. Unless properly protected, the frost would speedily disintegrate it. So as the Festival visitors depart the kindly soil of England must go back over this treasure of Rome until a new generation returns to the ancestral respect of earlier centuries and evaluates it properly. Decline and fall? There is a lesson to be learned for modern civilizations in the history of Rome. It is a pity that the pavement cannot serve as a permanent reminder to statesmen to turn up Gibbon's work. It might be more instructive than *The Age of Elegance*.

Pavement detail. Note the loving cup (left), reclining figure, Vitruvian scroll and the feet of the gryphon.

Animals in mosaic: Stag, tigress, gryphon, leopard; also the cock pheasant, scratching its head.

The old churchyard. The Rector is standing at the corner of the pavement area.



The chassis structure of the Porsche sports car is composed mainly of box sections welded up from steel sheet. Side members are widely spaced to allow the lowest possible seating position and warm air from the engine cooling system is fed through them to heat the car interior. Engine, transmission, suspension and steering employ Volkswagen components with certain modifications.

Economy with Elegance

HOW THE PORSCHE CAR EVOLVED : ROAD IMPRESSIONS

THE death of Ferdinand Porsche early this year at the age of 75 brought to a close a career which runs like a thread through the history of the German motor industry, connecting together some of its greatest achievements. There are pictures in existence which show young Porsche acting as chauffeur to the Archduke Franz Ferdinand of Austria on army manœuvres as long ago as 1902. Before the Kaiser war, he became technical director of Austro-Daimler and by 1910 was driving cars of his own design in competitions. By the time the war started in 1914 the German alliance had at their disposal a famous artillery tractor, the Hunderter, designed by Porsche and so called because of its 100 horse-power, and during the war he designed aero engines for Austro-Daimler. In 1923 he went to Daimler at Unterturkheim.

Independence

In 1926 Daimler joined with Benz, producing the Daimler-Benz organization, and under Porsche's technical direction the famous SS and SSK sports cars were built. A period as an independent consultant followed and during this time he patented the laminated torsion bar springing and the swing-axle rear suspension with radius arm, designed to counteract over-steer which became such a characteristic feature of his later designs.

His first efforts to evolve a people's car were sponsored by Dr. Ing. Fritz Neumeyer, the head of the Zundapp motor cycle concern, who had long been interested in producing a low-priced popular car, and had imported a twin-cylinder air-cooled Rover car from England for study as far back as 1925. Three prototypes were built, with five-cylinder water-cooled radial engines at the rear, but they were not successful and the project was terminated. It was here, however, that Porsche's long devotion to the rear engine began and even on these early prototypes he was using torsion bar springing.

Forerunner

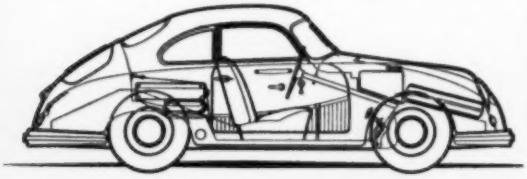
In 1931 the N.S.U. company became interested in making a small popular car to supplement their range of motor cycles and Porsche was engaged as designer. The cars he produced were the real forerunners of the Volkswagen now built. They had flat-four four-stroke engines at the rear, but the cubic capacity was 1½ litres. It became apparent, however, that the capital expenditure necessary to launch such a project would be enormous, and N.S.U. abandoned the idea in 1933.

Meanwhile Porsche had been busy on the design of the Grand Prix racing car which was ultimately adopted by Auto Union and became world-famous in the great era of international Grand Prix racing which terminated with the outbreak of war in 1939.

Despite this counter-attraction, the people's car project was not abandoned. The idea had a romantic appeal for Adolf Hitler and it was not long before Porsche was able to convince Hitler that he had a design by which the idea could be given practical effect. The original formula called for a four-five-seater saloon capable of a cruising speed of 60 m.p.h. on the autobahn and giving a fuel consumption of 40 m.p.g. Air cooling was stipulated as there was no hope of providing everyone with a garage and a lot of the cars would have to stand out all night in wintry weather.

By 1936 three prototypes had been constructed by Mercedes-Benz. General lines were similar to those of the final production car, but cruder and more bulbous, and at this stage no rear window had been provided. Eventually 60 prototypes were built and a team of drivers under the direction of Porsche's son Ferry amassed a total of over 1½ million miles of development and experimental running. This liberal experimentation proved the product to the limit, but meanwhile difficulties in the way of production kept the Führer stalling off an eager public until war was unleashed in 1939.

With Germany's two biggest producers, Opel and Ford, under United States control, a new national factory had to be built, and plans were made on a grandiose scale. Porsche was sent to Detroit to study latest American methods and plans were drawn up for an ultimate output of a million cars a year with a labour force of about 30,000 men. When the war came, the German people were, of course, still waiting for their cars and when production eventually began at the new works at Wolfsburg, in 1940, the model which emerged was an open military utility car which was destined to become the Axis powers' equivalent of the Jeep. The engine was bored out from its original 1,000 c.c. to 1,132 c.c. and the power was increased to 25 b.h.p. Ground clearance was increased by the use of spur-type reduction



Battery and tools are carried under the spare wheel at the front and there is very good luggage space behind the seats. The fuel tank holds 11 gallons.

gears in the rear hubs. Altogether 55,000 of these cars were made and there were a further 15,000 of the amphibian version.

When the British took over in 1945, production was gradually switched back to civilian types and now the factory was once again under German control.

Meanwhile Porsche, although now at an age when most men have retired, had returned to his native Austria and in a small workshop at Gmund had built a prototype of a new sports car using the main mechanical components of the Volkswagen. A new type of cylinder head was evolved and with twin downdraught carburettors power output was raised to 40 b.h.p., enough to give a light and well streamlined car a very useful performance. Eventually a factory was obtained at Zuffenhusen, on the outskirts of Stuttgart, where Porsche had performed some of his early independent design work, and by the time he died the cars were being built at the rate of about 60 a month. The business is now continued under the control of his son Ferry and his son-in-law.

Sporting Visitor

One of these cars has been in England for some weeks and is to be run in rallies and other sporting events this year by Mr. Thomas Borges and Mr. Charles Meisl, by whose co-operation *The Autocar* was recently able to give it a short road trial.

It is not the easiest thing in the world to step down into a closed car which is only waist high, but once inside, the main impression is one of astonishment that such comfortable accommodation for two people, with headroom enough for the average man to wear a hat, and a completely flat floor under foot, can be provided in a little streamlined coupé which is only 51¼in high and has a ground clearance of almost 7in.

Even a short run serves to give the characteristic impression of a really well streamlined car. The acceleration above 50 m.p.h. is quite beyond what would normally be expected from the engine size and is achieved in extraordinary quietness. The noise of the air-cooled rear engine dies away to a barely perceptible whisper and the wind noise is remarkably low. About 60 m.p.h. is available on third gear and, although there was no opportunity to check it, the manufacturer's claim for a maximum speed in the region of 85 m.p.h. does not appear unduly optimistic.

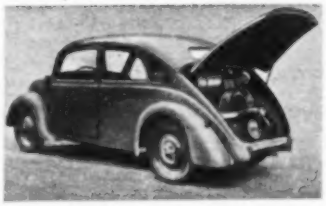
It is a car, rare these days, on which the designer has gone all out for certain great qualities with the limited means at hand and has accepted certain accompanying disadvantages instead of trying to achieve a well-balanced mediocrity.

Unique

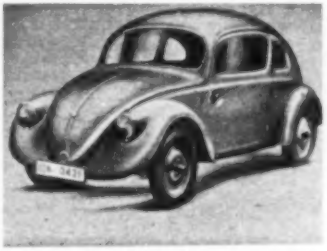
There is probably no other vehicle in production in the world since the demise of the original Fiat 1100S with the light works-built body, which can offer a maximum speed between 80 and 90 m.p.h. accompanied by a fuel consumption of 35-40 m.p.g. A cruising speed of 70 m.p.h. is held with remarkable quietness and lack of effort.

In the lower speed ranges, fairly full use of the gear box is called for, and the Volkswagen box is not by any means quiet, nor is it a very easy one on which to change gear. The combination of a rear engine and swing axle rear suspension on a short wheelbase car produces pronounced oversteer. Moreover, a well streamlined car is always sensitive to wind forces and a rear-engined layout is particularly vulnerable in this respect. As a result some concentration is required in steering at high speeds.

It is not a car for everyone's taste, but it offers a unique combination of comfort, performance and economy, for which some people will pay a very good price. They are numerous enough to support a steadily rising production at the Porsche works, which turned out 88 cars in March.



Real forerunner of the Volkswagen was this car, designed by Porsche for N.S.U. It had a flat-four 1½-litre engine at the rear and was developed from an earlier Porsche design sponsored by Zundapp which had a five-cylinder radial engine.



The first prototype of the Volkswagen had a similar appearance to the production version, but the lines were cruder and no rear window was fitted. This car had a 1,000 c.c. engine.

In post-war production form the Volkswagen has thermostatically controlled air cooling, and it is now easily Germany's biggest seller in home and overseas markets.

The Porsche chassis, made just outside Stuttgart, is fitted with streamlined coupé coachwork by Reutter, the Stuttgart coachbuilder. A convertible is also available. The prototypes had aluminium panels but production models have all-steel coachwork welded to the chassis.

SPECIFICATION

Engine.—Flat four air cooled, o.h.v. push-rod 73.5 × 64 mm, 1,089 c.c. 40 b.h.p. at 4,000 r.p.m. Two downdraught carburettors.

Transmission.—Dry single-plate clutch and four-speed gear box in unit with engine at rear. Ratios, 3.54, 5.54, 9.17 and 15.95 to 1.

Suspension.—Independent front by trailing arms and laminated torsion bars. Independent rear by swing axles, trailing arms and torsion bars.

Wheels and Tyres.—Steel disc wheels with 5.00 × 16in tyres. Hydraulic brakes.

Dimensions.—Wheelbase 6ft 10⅞in; track (front) 4ft 1⅛in, (rear) 4ft 2⅞in; length 12ft 8⅛in; width 5ft 5⅛in; height 4ft 3⅛in; weight 1,540 lb.

The prototype : On production models the front wings will be swept back and down to join the rear wings, providing an extra flow of air to the rear-mounted engine.

Another Miniature

TWO-STROKE ENGINE, TUBULAR FRAME IN THE RUSSON

CARS with very small capacity two-stroke engines have assumed the title of "minicars" by popular usage, but the new two-three-seater Russon does not entirely merit this label. Having a wheelbase of 7ft 6in and a 4ft track it has to be driven like a "normal" small car, and it offers more passenger and luggage space than is usually found in a vehicle of this type.

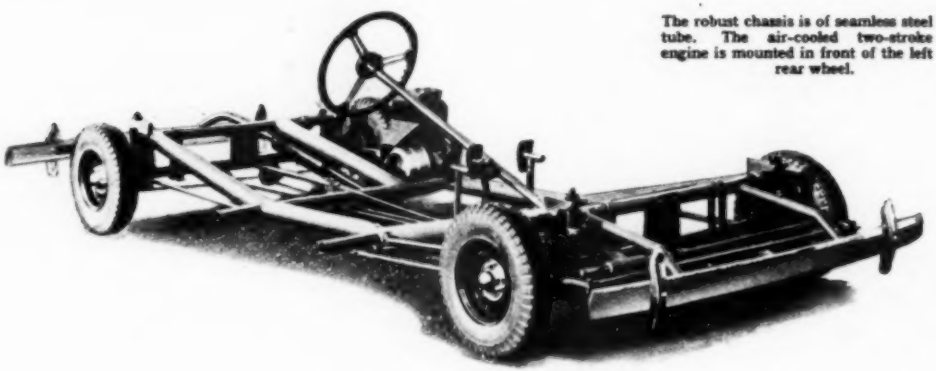
On the car tried by a member of *The Autocar* staff a Villiers engine of nearly 200 c.c. provided the power, but it is expected that a Villiers twin of 250 c.c. will be used on production models. With the extra power the manufacturer's claim for a comfortable 30 m.p.h. cruising speed should be justified in spite of a weight of 5cwt unladen, a result of its size and robust construction.

The chassis is of seamless steel tube, carrying coil spring suspension for all four wheels, with Girling piston-type dampers. Four-wheel Girling brakes are operated by rods at the rear and cables at the front. The trolley-type wheels carry 16 × 4in tyres. A welcome feature on a car of this type is the reverse gear, provided by the use of an Albion gear box to which is attached a starter ring for the Lucas electric starter—another unusual component for a "minicar."

Lucas electrical equipment is used exclusively and includes, as standard, twin windscreen wipers, 51 ampere-hour heavy duty battery, 10 amp dynamo, horn, lamps and smaller fittings. A maximum speed of 40-45 m.p.h. is claimed, with a petrol consumption range of from 65 to 75 m.p.g.

With the new purchase tax rates the price becomes £270 plus £151 10s tax, total £421 10s. This is not inconsiderable but, judged on the £270 list price, the equipment is comparable with that fitted to a normal car and the Russon behaves well on the road. Its purpose is to fill a demand for those who want a reliable and durable "real" car with minimum running costs.

The manufacturers are Russon Cars, Ltd., The Aerodrome, Billington Road, Stanbridge, near Leighton Buzzard, Bedfordshire.



The robust chassis is of seamless steel tube. The air-cooled two-stroke engine is mounted in front of the left rear wheel.

SUNBEAM-TALBOT OWNERS' RALLY

THE third spring motor rally organized by the Sunbeam-Talbot Owners' Club was held at Blackpool on Saturday and Sunday last, nearly 100 entrants coming from all parts of the country. Driving tests of an intriguing nature were held on the Middle Walk Promenade on the Saturday, and a well-staged concours d'élégance event was arranged for the Sunday morning.

Norman Garrad, chairman of the club, for a change had a grandstand view of the proceedings from the interior of a Humber Pullman limousine; he is making rapid progress after his recent accident and club members gave him a welcome befitting the occasion. Cecil Oldbury's famous eleven-year-old Sunbeam-Talbot Ten narrowly missed a complete write-off when it burst into flames during the driving tests; a spectator spotted the danger only just in time.

Prizes were presented at the club dinner given in the Savoy Hotel, at which the Mayor (Alderman Rhodes W. Marshall, J.P.) and Mayoress and the Town Clerk (Trevor T. Jones) officially welcomed the club. The Mayoress afterwards presented the prizes to the winners.

RESULTS

Class A (Sunbeam-Talbot 10 h.p.): 1, C. M. Cartwright; 2, G. Greaves.

Class B (Sunbeam-Talbot over 10 h.p.): 1, H. Arundale; 2, J. Gibson.

Class C (Hillman Minx): 1, E. H. Hiskins; 2, G. Robinson.

Kirby Trophy (best performance in a Sunbeam-Talbot 90): H. Arundale.

George Gardar Trophy (best performance in a Sunbeam-Talbot Ten by a driver not connected with the motor trade): C. M. Cartwright.

Ladies prize: Sunbeam-Talbot (Miss Mary Walker).

Concours d'Elégance: 1, Sunbeam-Talbot (K. E. Nicholls); 2, Hillman Minx (R. Walshaw); 3, Sunbeam-Talbot (F. C. Aulagnier).

Facts on the performance of

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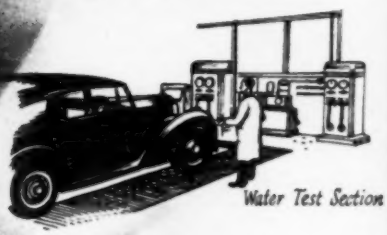
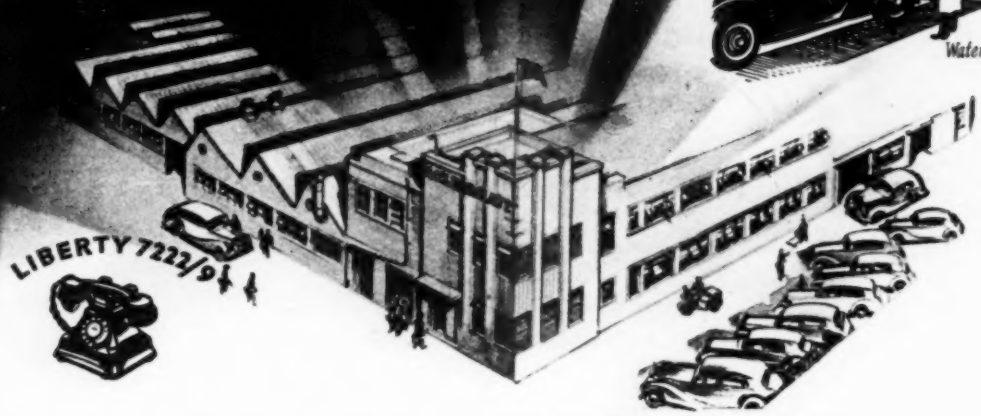

Water Test Section



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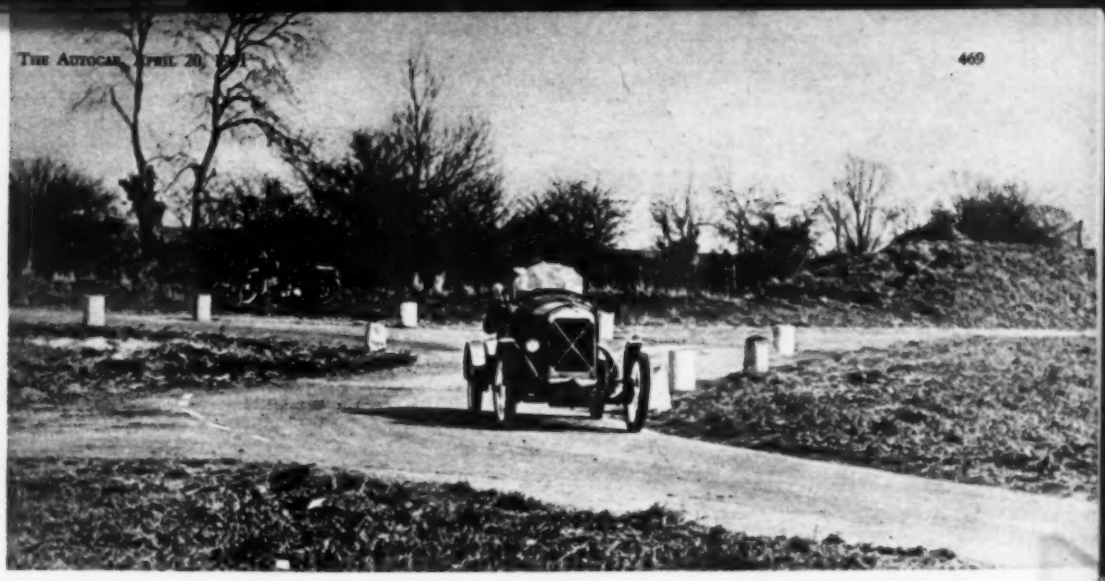


The Salmson dates from the days when a small sports car was allowed height, but not width.

TALKING OF SPORTS CARS No. 337

THE HENRY STORY

MARGINAL MOTORING WITH A VINTAGE SALMSON

HENRY is not his real name, which, though classical (of obscure origin) and extremely high-sounding, is too long for use in this history, so Henry he shall be.

Some time in 1922 there emerged from the stable of M. Salmson a handsome two-seater, ready for some suitably enthusiastic owner to come along with the necessary francs, and drive to the ends of the earth. Unfortunately some considerable time was still to elapse before I made my own first appearance, and twenty-seven years passed before Henry and I made our acquaintance. What had been going on in that time one can only conjecture, but in the spring of 1949 Henry had the marks of a very distinguished motor car, and in the course of one exhilarating, dementing and unbelievably instructive year, I was to discover a great many original ways in which he could distinguish himself.

This story is one of a kind of motoring probably beyond the comprehension of those poor creatures who look upon a car as a tiresome but necessary means of getting from A to B. When your total capital available for maintenance and *réparations* is limited almost literally to the price of a new valve inner, you do not expect frills. And when you buy a car like Henry, you seldom find them.

Nevertheless, when the garage doors were flung open that fateful morning, I must confess I was a bit shaken. My immediate reaction was disbelief in the wild theory of getting two people into such an impossibly narrow body. It appeared, however, that the fuselage was indeed complete, and, subsequently, Henry never carried more than three passengers on the road. This was the first time I had ever attempted to buy a car, so I put on a supposedly intelligent expression and listened as Henry's salient features were demonstrated or, in a few cases, glossed over, and then I asked to see the engine. Not until later did I find out all there was to know about this unusual piece of machinery—for the moment it remained a glorious, vibrating mass, which lived deep down under a high bonnet, and thundered and shook. Clearly it went, and a demonstration run round the block decided me that this was my car. True, Henry shed a tyre at the bottom of the block, but that might happen to anyone.

Voyage of Discovery

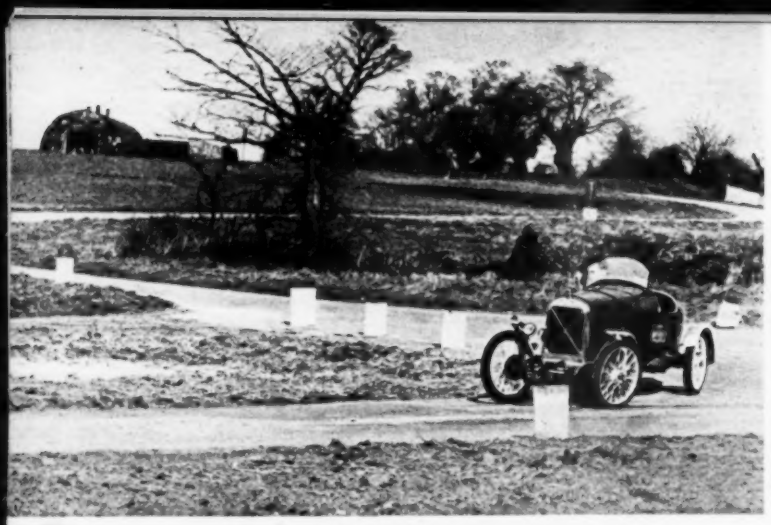
The first trip in a new car is, I suppose, always exciting, but the first trip in Henry was an education. Nearing the second corner, I discovered that applying the foot brakes was about as useful as anchoring a battleship with a fish-hook; fortunately the front wheels had been provided by the last owner with Morris Minor brakes, cable-operated by an outside hand lever, and, given sufficient notice, some retardation was possible. The gear box was strictly crash, and gave ratios of 16.67, 7.75, and 4.0 to 1, and having sorted these out the hard way, it was a comparatively easy matter to change from 2nd to top and back. Bottom gear, though handy for climbing brick walls, was barely worth the trouble for starting, as the delay whilst waiting for the revs to drop was so lengthy that on any semblance of a hill the car had stopped before one could reach second. A few unoccupied pieces of metal and springs on the clutch housing later revealed the one-time presence of a clutch stop, long since departed. The clutch itself, cone type and metal faced, needed more than average care, but it gave no trouble and was, in fact, the only component of which I never saw the inside.

In a very short time I became acquainted with Henry's unique steering characteristics. "Unique" is perhaps not strictly accurate, as a close approximation is to be found on those very small tourers motivated by pedals and leg-power. Three-quarters of a turn took the wheels from one side to the other of an admittedly restricted lock, the extreme position being reached when the tyres could be heard rubbing on the brake cables. Play at the steering wheel was in the region of 30 degrees, and great fun could be had in trying to avoid the white line and the hedge in turn.

The day after collecting the car, I had arranged, naively enough, to take it home with me to Devon, starting from the home of some good friends near London. My brother, showing resource, arrived from home for the journey down, armed with quantities of tools, a bicycle lamp, copper wire and, of course, insulating tape.

Space does not allow me to tell the full tale of that voyage. No one would believe it anyway.

At home, I was able for the first time to examine Henry's internals in detail, and to find out exactly what made the wheels go round, a problem that had been on my mind for some days. In



"The spidery wheels carrying 7.00 x 85 mm beaded edge tyres."

THE HENRY STORY . . . . . continued

his youth, I suspect, he had been a cross between a motor and a cycle car. The spidery wheels, carrying 700 × 85mm beaded-edge tyres, and the ultra-lightweight body, can scarcely have been intended for such long life and merciless pounding as had been their lot. The body was of fabric, with a metal bonnet of dubious rigidity, and a long pointed tail. In external appearance, in fact, the car was strikingly similar to the "Twin-Cam Sammy" of a few years later, but with everything of half the weight. In 1922, one imagines, they were still trying to make pre-war chassis fit post-war performance.

The engine, remarkable by any standards, had four cylinders with overhead valves, and was rated at 9.5 h.p. Inlet and exhaust were operated by the same rocker and push-rod. After closing the exhaust at about t.d.c., the rocker continued to rotate, its other end bearing on the inlet valve and being pulled down by two tension springs mounted on an antler-like extension. The whole was an impressive sight, particularly when making its full 2,500 *tours*, above which speed, valve bounce not unnaturally set in. Being enclosed only in free space, as it were, the valve gear was lubricated by hand, simultaneously with the sparking plugs, while other departments had little plates inscribed "Fill with thick oil every few months," and similar reminders of the days before these designers went all scientific.

Cooling was by thermo-siphon, and the fan, if there had ever been one, was no longer with us, so we were inclined to be a little unhappy with long hills and traffic lights. Another lost relic of the past was the starter, but if Henry felt good he would start easily on the first swing of the handle: if he felt bad you could take the morning off and still get nowhere.

The clutch and gear box have been mentioned. They drove a "solid" back axle to which the wheels were keyed with large, loose chunks of mild steel, which fell without fail into the dust whenever a wheel was removed. A central hub nut not only secured, but actually supported the wheel, later giving rise to some anxious moments.

The springs, quarter elliptic at the rear, half elliptic at the front, had a vertical movement of, at the most, an inch, and shock absorbers were rightly deemed superfluous. This, combined with the vague nature of the steering, gave a take-off speed of *circa* 50 knots, although the ground could still be touched at intervals, up to about 55.

On the dashboard ("facia" sounds so bakelite-and-chromium) were a disconnected ammeter, a disembodied voltmeter and four switches until Bill sat on one while climbing in. There was also a revolution counter which I always suspected of being a converted aneroid, and which used bitterly to disappoint the inevitable small boys who rushed up crying "Racer!" and then "No, only does twenty-five." They could have been further from the truth, at that.

Electrical equipment was elementary. A pair of inoperative side lamps, a tail light and a bicycle head lamp were connected haphazardly to an assortment of dry batteries in the tail. However, I had been given a battery, and had found an old spot-light in the garage, so we were able to have a modicum of illumination. When it came to spending money, I made a vast list of things that needed doing, decided we could do without all except some brakes, and took the car off to a garage with a parental account, to get some linings. The hubs succumbed to a combined attack with crowbar, sledge-hammer, and oxy-acetylene torch, applied together, and I reshod the brakes, blandly ignoring their serrated drums, and drove away.

In the face of heavy family opposition I refused to depart before the last day of my leave, and eight o'clock of that morning saw us off with 230-odd miles between us and Maidstone.

Henry went like clockwork. The first ninety miles took us three hours exactly, on two and a half gallons of petrol. High axle ratios have their uses. The journey was principally notable for an incident shortly after Redhill, when the goal was almost in sight. Coming out of a village, Henry casually threw away his right side front wheel and came to a smooth halt on the brake drum, causing no little despondency to a motor cyclist who happened to be passing, and who saw the car go by on one side of him, and the wheel on the other.

During the next four months I searched high and low for someone to make me a new wheel nut, and in the meantime I removed the cylinder head and block in quest of further knowledge. Chipping off much soot, I quickly put everything back again. If we had come thus far with comparative success, it might be dangerous to fiddle with any of that. However, I knew some more about engines. The connecting rods were massive, with heavy bronze bearings showing a staggering amount of play, owing more to stretching of the bolts than to wear in the bearing metal. The two-bearing, uncounterweighted crankshaft was built on the same scale, and it was anybody's guess whether the piston rings would continue to seal the bore or jump out of their slots and fall into the sump. And yet we had been doing 37 m.p.g. You cannot ask much more of a motor car than that.

Vive le Sport

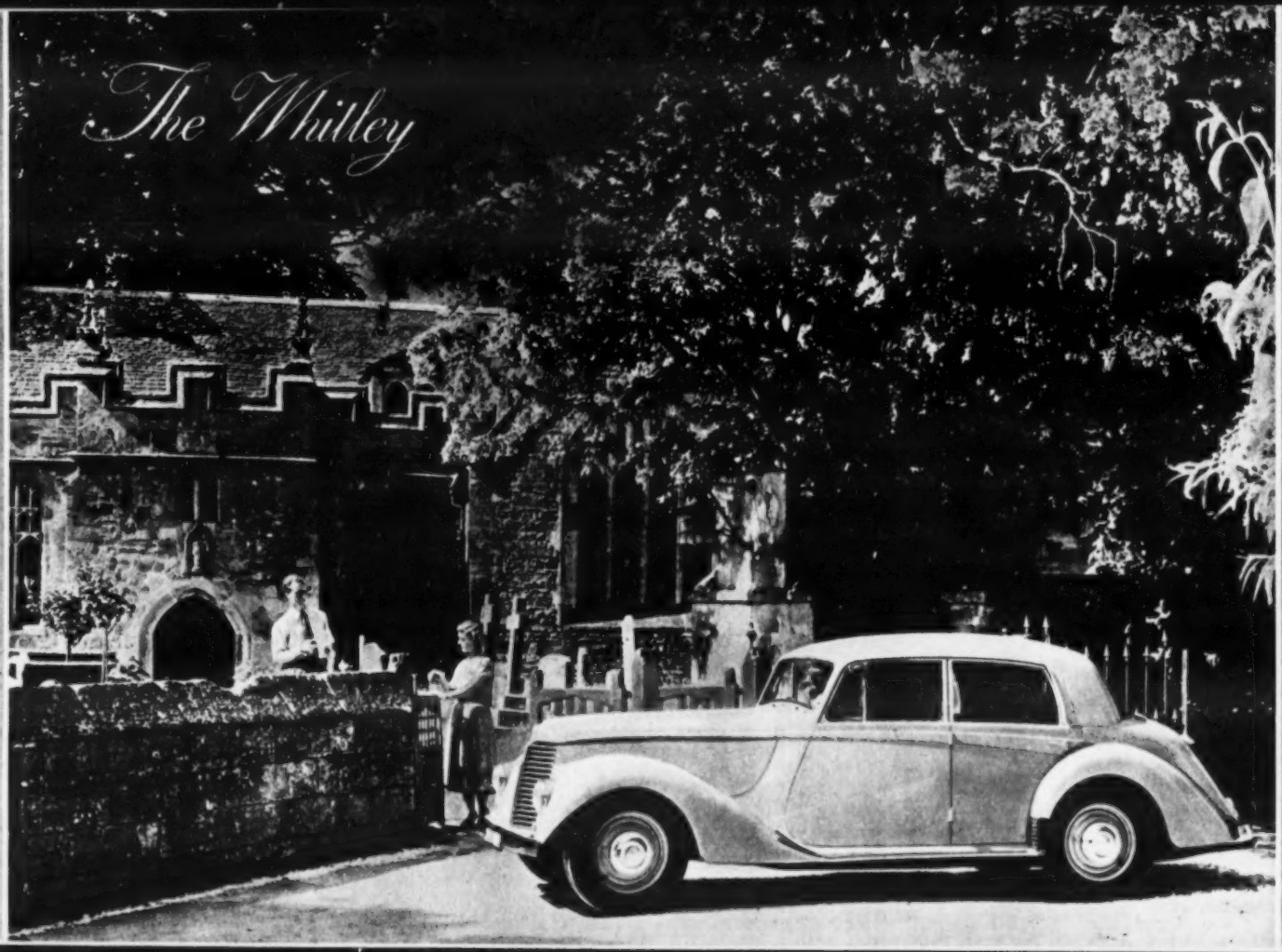
All too few were my vintage miles that summer, and then I left the army in favour of Cambridge, where it is thought unsuitable for young men of learning to have a car of any sort. The Salmson stayed with my friends in Chislehurst, until special permission was obtained to compete in the Club Speed Trial.

Intensive preparation had resulted in brakes that really impeded progress when required, a polished radiator, and aluminium painted wheels. The leniency of the scrutineers was, however, fully justified, for we made Longest Time of the Day by a comfortable margin.

The last days of Henry (in my hands) lived well up to the truth-is-stranger-than-fiction tradition. About to leave Cambridge, I "choked" the carburettor as usual with a piece of rag, and wound the handle, whereupon the rag disappeared in one gulp. Having recommenced after a pause for disembowelling, Henry tried to throw another wheel in the middle of the five o'clock rush-hour and the Blackwall Tunnel, bringing me several years nearer the old age pension in less than five minutes.

Finally, as a parting gesture, he registered defiance by leaking water into the mag the night the new owners came to drive him away, and the new owners, in the best possible spirit, towed him home.

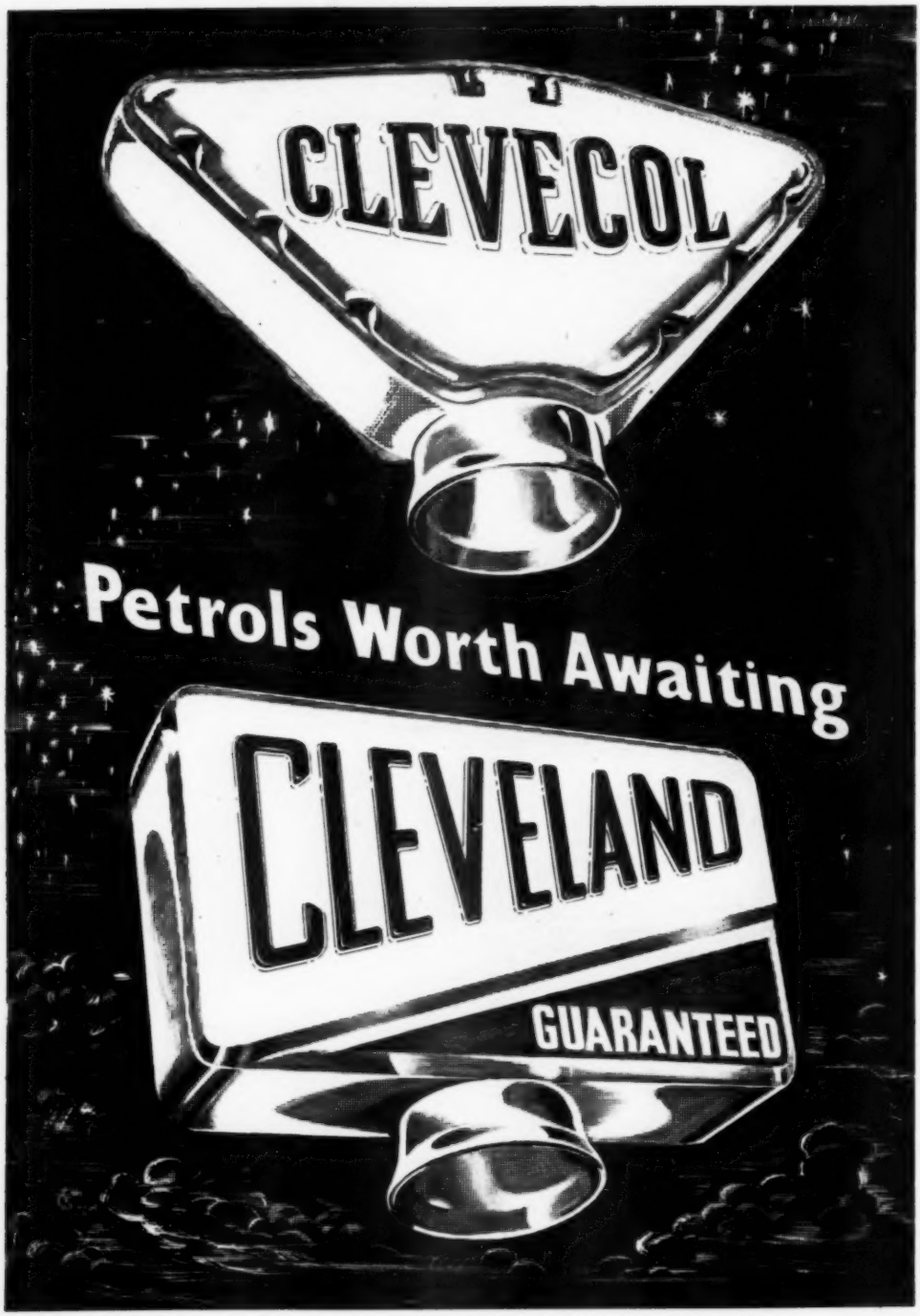
R. B. BENSTED-SMITH.



LANCASTER · HURRICANE · WHITLEY

LANCASTER · HURRICANE · WHITLEY

ARMSTRONG SIDDELEY


CLEVECOL
Petrols Worth Awaiting
CLEVELAND
GUARANTEED

This little store house in Washington, U.S.A., is believed to be the oldest house in the capital. Built in 1764, as far as is known, it was a headquarters of George Washington, but is now a second-hand car mart where, it is to be hoped, the great man's standards of truth-telling are yet upheld. There is a move to have the house established as a shrine.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

CORRESPONDENCE

THE BUDGET

Consistent Government Anti-motoring Policy

[63305.]—The Budget makes it quite clear that this Government is out to kill private motoring. Consider their record:—

Taxation.—Old cars still pay 25s per horse-power.

Petrol.—Tax now 1s 10½d, increased 1s 1½d within a year. This means that a man with an old 10 h.p. car consuming 25 m.p.g. pays £31 5s taxation for covering 5,000 miles a year. This equals 1½d a mile. The man lucky enough to have a similar post-war car averaging 30 m.p.g. pays £42 4s if he covers 10,000 miles a year.

Purchase Tax.—An excellent 10 h.p. family car cost £175 in 1939. Today a similar car costs £675, but is not so lavishly equipped nor so well finished. This increase of 285 per cent is quite beyond the small man.

Delivery of New Cars.—The Government has prevented manufacturers from meeting the home demand, and many people have been waiting for years. Now taxation has made prices prohibitive, and they cannot afford to pay for the car so long looked forward to.

We cannot forget the continuation of petrol rationing when it was quite unnecessary; there was ample sterling petrol in the Middle East. Petrol cost 1s 6½d (tax nil) six years after World War I—and it was petrol, not Pool spirit.

To the motoring organizations I would say: "Kill this Government or it will kill you." To all motorists: "Write to your M.P. (if he is Labour) and tell him you will vote against him at the next general election, because his party, through malice and class hatred, is trying to make private motoring impossible." To all: "Miss no opportunity of throwing ridicule and criticism at this Government: they are very frightened of ridicule and criticism. In short, *get them out!*

R. A. GUTHRIE.

Glasgow.

THE LAKES

Justice Done to Windermere

[63306.]—As a long-exiled native of Windermere who has still found no place in which to live with as many desirable qualities, I should like to thank G. Douglas Bolton for his appreciative article in your issue of March 30.

Almost to a man, our superior writers of books on Lakeland—and they are legion—pass by with averted eyes lest they be accused of condoning a place which, in the season, is frequented by the masses. Although, should the solitude-seeking motorist pay Windermere a visit in July or August, he might well be dismayed by the crowds of raucous day visitors from the neighbouring county, I think that our derisive writers can never have visited the place in spring or autumn, or indeed in winter. They know nothing of its countless lonely walks with entrancing glimpses of lake aind fell, nor of its gracious, stone-built houses and their delightful gardens, and they have surely never explored its tiny bays and wooded islands and promontories, or disturbed the shy deer on Claife Heights, which rise behind the ferry.

There is nothing wild and primitive about Windermere, but visit it out of season and its serene, colourful, beauty cannot fail to captivate. Moreover, under favourable conditions of sun and cloud, the northern half of the lake is incomparable in its dramatic grandeur.

JOHN E. SMEDDLES.

Gloucester.

WHATEVER NEXT?

Deep-laid Scheme to Shut Out the Amateur!

[63307.]—"Whatever next?" your leading article (April 6). If we consider power steering, torque converter, hydraulic clutch, and, most important of all, no starting handle or dipstick, what do we find?

A far-seeing policy taking all minor adjustments away from the owners and small garages and placing them in the hands of the authorized agent. Heaven help the little man who can just afford to run a car, and give thanks for M.G., Morris Minor and a few others. I wonder how long their present design will last?

K. J. SPURRETT.

London, S.W.16.

CAPE RALLY

Transvaal Administrator Was Applying the Law

[63308.]—My attention has been drawn to the comment on the Algiers-Cape Rally appearing on page 242 of your issue of March 2. As your reference to the action of the Administrator of the Transvaal in refusing permission for the rally cars to enter that province on a Sunday is liable to be misconstrued, I feel it should be pointed out that this was not a personal decision of Dr. Nicol's and that this gentleman's previous connections with the Dutch Reformed Church had no bearing whatever upon the decision.

In point of fact, the Provincial Ordinance of the Transvaal lays down that no organized sport or competition is permitted to take place in public on a Sunday, and Dr Nicol had no alternative but to administer the laws of the Province for which he is the Administrator

It is true that representations were made by both Sir Alfred Hennessy and myself. These were most sympathetically received by Dr Nicol and when the position was made clear to us the rally itinerary was altered to conform to the Provincial Ordinance. I should not like it to be supposed that the authorities in the Transvaal were in any way opposed to the rally. In fact they did everything in their power to assist us within the scope of the local regulations.

Incidentally I note that you report the Land Rover as having been third in the general specification. This is not correct. [It has since been corrected.—ED.] This is a British car—the only one in the rally—and it tied for first place in the general specification with the 5½-litre Delahaye of the military team and I am

CORRESPONDENCE . . . . . continued

informed that the only item of repair and maintenance required on this Land Rover during the entire 9,000 miles was a replacement of the speedometer cable.

Cape Town, S.A. J. B. HOLMES, *Manager*, Competitions Dept., R.A.C. of South Africa.

LAMP HEIGHTS

Interpreting a Complicated Regulation

[63309.]—Referring to [63261] and [63190], I would like to say that I have gone to considerable trouble to get to the bottom of this head lamp business, and the information given by "Traffic Cop" is incorrect.

Head lamps fitted with dipping mechanism can be fitted at any height, providing the vehicle is not registered after January 1, 1952. Glasgow Police Traffic Department, and also the largest head lamp manufacturers in Britain, confirm the above as being correct. I would therefore suggest that should any motorist be prosecuted by the Kent police, in which county "Traffic Cop" appears to operate, the obvious course would be to plead not guilty

It would be interesting to know if "Traffic Cop" has ever bothered to measure the head lamp height of a 1950 Morris Minor. IAN J. HOPPER.

Glasgow, C.2.

WOMEN DRIVERS

Are They Worse Than Men?

[63310.]—With regard to the article "A Place for Everything" (April 6), why is it that whenever an example of bad driving is given, the driver is usually said to be a woman? If women were really worse drivers than men, surely the insurance companies would demand higher premiums from them?

Personally, I frequently find that, when following a car that is behaving erratically, after a few moments out of the driver's window comes a puff of smoke, followed by a used match. In other words, cars are frequently driven "without due care and attention" because the driver is struggling to light a pipe or cigarette.

The offenders are almost invariably male.

Kingston-on-Thames, Surrey. N. GREENFIELD (MR.)

DAZZLE

A Matter of Pigment

[63311.]—No doubt Mr. B. H. Vos [63277] would feel hurt to hear himself described as a thoughtless and rather selfish person.

An admitted adult, he really ought to know that *exactly* the same amount of light can, to one type of person, cause no discomfort, and to another, not merely inconvenience, but also acute distress.

His immunity to dazzle is owed, not to any hard school of experience but to the fact that nature has kindly endowed him with a liberal supply of light absorbing pigment.

May I suggest to Mr. Vos that he should be a little more tolerant towards those who are not so fortunate?

They are the majority. W. H. JEFFCOTE.

Hull.

GRAPHITE

Experiences of a Netherlands Reader

[63312.]—I used proprietary makes of graphited oils as early as 1920 for lubrication of prime movers (steam, diesel and semi-diesel) and found the results most satisfactory. I also used graphited oils in all cars and motor cycles I have owned and on my present car, an Aero-Minor (1948), from the day I took delivery. It has done 52,000 miles now (83,000 km) and is still going strong.

When the engine was decoked 25,000 miles ago, the mechanic was surprised at the state of cylinders and pistons. The Minor still has the original piston rings.

I have never experienced clots or stopped oil lines in any of the engines I lubricated with graphited oils. I am not in the oil trade.

Incidentally, I think that regular use of graphited oil considerably reduces the wear and tear caused by driving off with a cold engine; otherwise, how could I cover 52,000 miles without a rebore or new piston rings? J. LEYH.

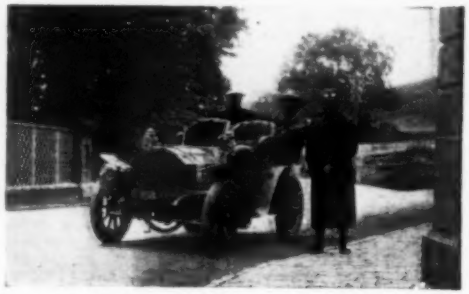
Haarlem, Holland.

INFORMATION WANTED

Owners and Histories of Three Veterans

[63313.]—I write to ask you if you can possibly help me to trace the owner or give the history of the car in the photograph. A letter received from the local taxation officer of the West Riding County Council says that the car was a 25.3 h.p. Overland.

I suspect that the car belonged to my deceased uncle, Lennox



A veteran Overland, the history of which is required.

Burton Dixon, of More Hall, Bolsterstone, Sheffield, for he is the person standing by the car with goggles on his cap. I cannot remember the car myself or even hearing my uncle mention it, but it is undoubtedly a West Riding number on the front.

I should be grateful, also, for similar information regarding two other cars, registrations W 636 and W 666.

Thurlstone, Yorkshire. NORMAN WILLIS-DIXON.

[Letters will be forwarded—ED.]

BEAMING BACKWARDS

Confession of an Offender

[63314.]—If The Scribe's encounter with the car "quite unlit to the front but beaming backwards" (April 6) took place in Bournemouth over the Easter weekend I must own up to being the half-wit at the wheel, but I am glad it was he who came up behind me because I can now apologize to the driver of the overtaking car—which I was quite unable to do at the time.

The cause of my nitwittery was inadvertently switching my light off completely when I intended to switch from "head" to "side" before reversing up a turning in order to turn round; and then, on top of that, forgetting to switch off my reversing lamp (which is quite powerful).

My apologies, Scribe; I bow my head in shame.

Morden, Surrey. R. BRITTEN.

[The Scribe comments: "Mr. Britten is to be commended for his humility, but my encounter was in the Reading (Berkshire) area."—ED.]

CONDENSERS

More About A.C. Testing

[63315.]—May I, as a humble electrician, make the following comments on Donald H. Smith's article "The Condenser" (March 16)?

It is assumed that the condenser is in doubt, hence the need for the test.

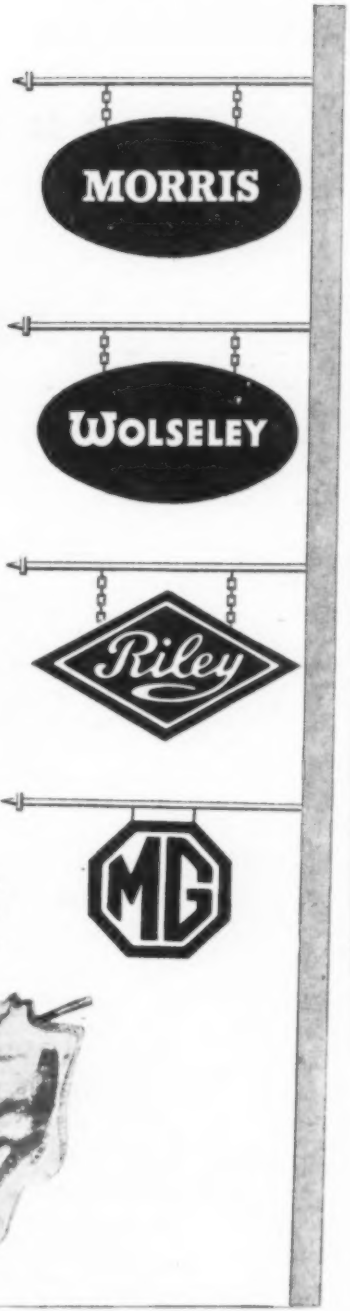
It is a highly dangerous practice to test condensers on 230 volts a.c. unless one inserts in the live lead a low-wattage lamp. Should the condenser prove to be shorted, the lamp will protect the tester from serious burns and possible blindness.

Further to letter [63282] a condenser can be charged either by a.c. or by d.c. The a.c. current does not flow through a condenser. The condenser absorbs current from the line till the peak half-cycle is reached; as it recedes, the condenser discharges till the neutral point in the cycle is reached.

The difficulty arises in breaking the supply off at peak half-cycle with 230-volt a.c. at 100 half-cycles per sec.

Cadishead, Lancashire. N. FORSTER.

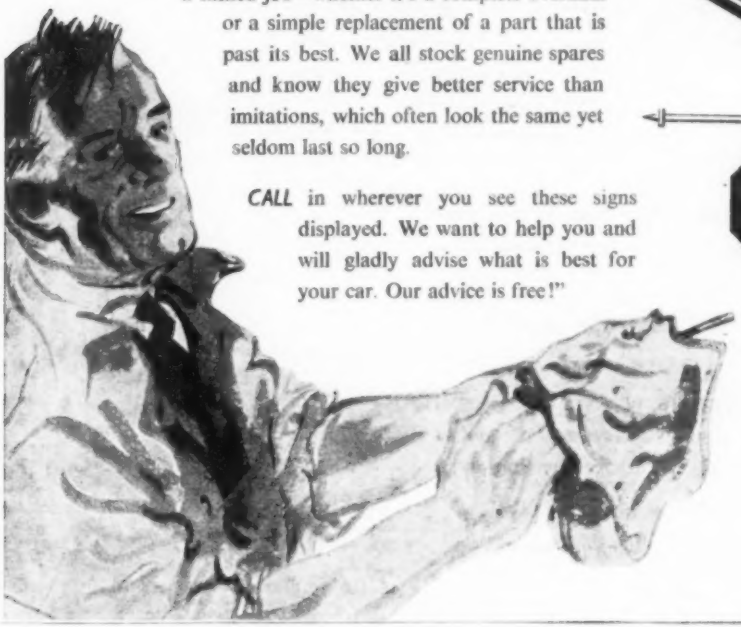
"When can I give your car a new lease of life?"



"*LIKE* a lot of other things, a car is all the better for being properly looked after.

MAYBE the chromium and the cellulose on your car are scratched in places, but it does get you around and it's very well worth while to keep it in trim. I'm with one of more than 3,000 Nuffield dealers throughout Great Britain who will gladly give advice and help. Our mechanics have to be trained to do a skilled job—whether it's a complete overhaul or a simple replacement of a part that is past its best. We all stock genuine spares and know they give better service than imitations, which often look the same yet seldom last so long.

CALL in wherever you see these signs displayed. We want to help you and will gladly advise what is best for your car. Our advice is free!"



NUFFIELD PRODUCTS

NUFFIELD ORGANIZATION

Overseas Business: Nuffield Exports Limited, Cowley, Oxford, and 41 Piccadilly, London, W.1.

What is a sports car, Daddy?

It's the kind of car I used to take your mother out in before we married.

Is this a sports car?

No—this is a family runabout.

What's the difference?

Well, the sports car was . . . more sporting—of course, you could get any amount of BP in those days. I wish we could now!

When *will* BP be back, Daddy?

We don't know yet—but that will be the day!

BP is the trade-mark of ANGLO-IRANIAN OIL COMPANY, LTD., whose whole organisation is behind it.

CORRESPONDENCE . . . . . continued

CONDENSERS

Test Successfully Carried Out

[63316.]—After reading Donald H. Smith's article on the condenser, and his description of testing for efficiency on a.c. mains, I carried out a test as described on the condenser of my car and found that it responded as expected when discharged with a piece of cable.

Perhaps the condenser which your correspondent tested [63282] was a faulty one, hence his dogmatic assertion that D. H. Smith must be wrong. WM. O'DONNELL.

Enniscrone, Eire.

Visual Testing with A.C. Mains

[63317.]—Many years ago I ran a magneto repair business in this town and it was my practice to use a.c. current at 230 volts in testing condensers taken from magnetos and coils. I constructed a visual test in which the condenser was placed between the live ends of the a.c. supply and charged; after a very brief interval the a.c. circuit was removed and the condenser discharged over spark gaps.

There was a time element as well, in which connection I remember that the condensers of the large Z-type Bosch magnetos used to hold their charges for a prodigious number of seconds. An ordinary bulb was introduced into the a.c. circuit to show (a) if the test was in progress, and (b) if there was a complete breakdown of the insulation of the condenser.

I cannot recollect that I ever damaged a condenser by this test. MAX YOUNG.

Cheltenham, Gloucestershire.

STARTING HANDLES

Triumph Scorpion Had Combination

[63318.]—You are somewhat belated in suggesting a combined starting handle and wheel brace (April 6).

My 1932 Triumph Scorpion had such a tool and it was both a very excellent handle, and a wonderful wheel brace.

Salford, Lancashire. H. TAYLOR.

. . . and the Fiat 1100

[63319.]—With reference to the leading article "Scope for Ingenuity" (April 6), you may be interested to learn that a combined starting handle and wheel brace was supplied with the Fiat 1100.

This is only another instance of how far ahead in design was this fine little car, which, as far back as 1938, embodied independent front suspension by coil springs combined with hydraulic shock absorbers, an almost "square" engine, and wide-sectioned tyres (15 × 5in) in accordance with the most modern practice. My own model of that year will still do 70 m.p.h. and 30-35 m.p.g. ROY MITCHELL.

Oundle, Northamptonshire.

Anticipation by Henry Ford

[63320.]—Regarding your leading article of April 6, Mr. Henry Ford must have anticipated the metal shortage in 1930, as my car of that year is supplied with exactly such a combined device as standard!

It works very well. JOHN T. G. ROOTH.

Tunbridge Wells, Kent.

Strong Words Concerning Abolition

[63321.]—In the April 6 issue I was more than a little surprised and disappointed that, with vast Editorial experience with cars, you should seek to condone the abolition of starting handles on the very thin ground of weight and scarcity of material. My own explanation, if an explanation can be given at all, would be that the idea originated with some sales publicity department manager filled with the urge to think up a new angle boosting the reliability and superiority of his firm's product as compared with the out-of-date cars made by less enterprising concerns.

Peculiar things are done in the name of progress, but it is difficult to imagine anything more utterly crazy from a practical viewpoint. Given the choice I would definitely prefer to dispense with the spare wheel, and under no circumstance would I consider permanently owning such a car, however good it may be otherwise.

In pre-war days such cars would have little or no second-hand value and a sale to a novice would savour of a form of confidence trick. I just wonder if there exists anywhere, any practical motorist without an axe to grind, who would have a good word for the abolition of the starting handle. Possibly if this component had originally been termed an "engine key" the sponsors of the idea might have thought differently.

Leamington Spa, Warwickshire. CECIL COX.

Constant Need in Servicing

[63322.]—I applaud your condemnation of the increasing practice, which you referred to on April 6, of car manufacturers ceasing to supply a starting handle. As a motorist of thirty years' standing, I would not run a car without one. The maintenance of a car in the best condition is a hobby of mine, notwithstanding which there have been odd occasions when, owing to some small fault or failure, I should have been stranded without a starting handle. Furthermore, one is constantly needed for servicing, be it by the garage mechanic or the private owner.

Whilst writing—and it is the first time in my life that I have done so, although I have been a reader of your journal for the above number of years—I support you in your criticism of manufacturers in dropping the ammeter and the oil pressure gauge. Also, I am pleased to read The Scribe's claim in support of the road numbering system. It is of considerable benefit to those motorists who take the trouble to understand it and refer to maps. C. H. WHINCUP.

Leeds.

COST OF MOTORING

Pre-Budget Figures for a 1939 Standard

[63323.]—Having seen many figures of car expenses sent in by various readers over a period of years, I thought you might be interested in an analysis of the detailed records kept of all expenses incurred since I collected my car on December 11, 1946. The car is a 1939 Standard Nine two-door saloon and showed 35,099 miles upon collection. Here are the average annual costs under various headings for the first four years up to December 31 last:—

	£	s	d	Per cent
Repairs, renewals and servicing	67	10	0	31.4
Petrol	43	6	6	25.4
Oil	3	0	6	2.0
Garaging and Parking	3	1	0	1.8
Accessories	7	5	8	4.4
Tax and Driving Licence	11	14	8	6.9
Insurance (Comprehensive	11	5	8	6.6
Miscellaneous	2	11	6	1.6
Total	170	2	5	100.0

It will be seen from the size of the annual repair bill that the car has not been very satisfactory and neither has some of the repair work carried out. The total includes a rebore (it had one before I bought), a re-sleeve and a reground crankshaft, numerous broken springs, a respray (very economical as I provided the manual labour) and a host of other work. The car is regularly serviced every 2,000 miles approximately and, in all fairness, I do nothing myself except to check water, oil, battery and tyres every week-end.

Here is the annual analysis of cost per mile and petrol consumption:—

1947	13,681 miles	4.18d	per mile	32.2 m.p.g.
1948	11,420 miles	2.56c	per mile	32.1 m.p.g.
1949	9,051 miles	4.64d	per mile	32.4 m.p.g.
1950	13,282 miles	2.64d	per mile	31.5 m.p.g.
Average	11,858 miles	3.44d	per mile	32.0 m.p.g.

Oil consumption works out at 1,583 m.p.g.

The car is used every day of the year, stands out all day and for eight months last year was out at night as well. There are now over 86,000 miles on the "clock" and it is not to be wondered that I anxiously await the delivery of a new car.

Colchester, Essex. S. C. M. MALENOIR-VICKERS.

CURES FOR SQUEAKS

Graphite Grease Incorrectly Used?

[63324.]—With reference to letter [63276] I suggest that Mr. Geoffrey E. Peachey was wrongly advised in the first instance to use graphite grease. Hydraulic brake fluid would have been a better medium, as it has no detrimental effect on rubber.

If he were to make an appointment to interview the certificated engineer at his local Vauxhall garage I am sure some good advice would be forthcoming and the fault soon rectified.

Manchester, 20. L. R. SCORER, Assoc. I.M.I.

"THE AUTOCAR" READERS' SERVICE

Week by week *The Autocar* answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from those of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which two stamped, self-addressed envelope should be enclosed for a direct reply. **It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.**

Erratic Charging

I am the owner of a 1938 Hillman Minx, and am somewhat perplexed by the latest behaviour of the charging circuit. As you know, the instrument panel does not include an ammeter, and I therefore pay more careful attention to the ignition warning light. Recently I have observed that this light goes out completely at engine revolutions sufficient to propel the car at 20 m.p.h. in top gear, but reappears as a faint glimmer at higher revolutions. If this indicates that the coil is drawing a small current from the battery during normal running, how is it that my battery retains sufficient charge to turn the engine briskly on a cold morning? Even so, I have found it necessary to have the battery charged twice this winter when I have drawn very heavily from it under bad starting conditions, and hydrometer readings from time to time have shown it only half charged. *E. E. J.*

Wallington, Surrey.

THE usual cause of this erratic behaviour of the ignition warning light is a slipping dynamo driving belt, the slip only becoming serious at the higher engine speeds. You should, therefore, try tightening the belt slightly and if this does not cure the trouble another possible, but unlikely, cause is a short circuit in the windings of the dynamo armature which becomes apparent only when the centrifugal force in the armature is sufficient to move the windings slightly outwards and complete the short circuit.

Steering Wheel Switches

I am having some trouble with the light switch in the top of the steering column of my 1934 Riley Twelve. Unfortunately, I cannot see any method of removing this for inspection. *M. B. H.*

Morecambe, Lancashire.

THE switch will be found at the bottom of the steering column and under a metal dust cover. It is merely operated by the lever at the top of the column. Incidentally, it is possible for dirt to cause trouble and, after disconnecting the battery, the first step should be to wash the switch with an engine brush and petrol.

Suction "Reservoir"

I have endeavoured unsuccessfully to improve the efficiency of the windscreen wiper on my 1937 Ford Eight by incorporating a vacuum tank in the system.

I soldered the lid on a tin about 5in long by 2½in diameter, drilled two holes in it and soldered a non-return valve into one of them. I secured this tin at a suitable place under the bonnet, cut the manifold-wiper pipe, and led the pipe from the manifold to the non-return valve in the tin, and from the wiper to the plain hole in the tin.

The improvement in results was very slight. The wiper continued to function as before but when the engine was switched off the blade gave a couple of extra "flicks."

Can you please tell me how to obtain better results? *E. G. Q.*

Slough, Buckinghamshire.

YOU need a much larger tank to store enough "vacuum" to be useful. Take a peep under the bonnet of a modern Anglia or Prefect and see the considerable size of the storage tank fitted by the makers.

C.V. and H.P.

What are the definitions of:—

(a) One c.v.

(b) One horse power.

(c) One brake horse power?

Auckland, New Zealand. *D. J. N.*

C.V., or *cheval vapeur*, is the French unit of horse power and is equivalent to 4,500 kilogramme metres per minute, representing the power required to lift 4,500 kilogrammes through a distance of one metre in one minute. It is equivalent to 32,550 ft lb per minute and is, therefore 0.986 of the British unit of horse power (h.p.).

One horse power (h.p.) is 33,000 ft lb per minute, that is, the power required to lift 33,000 lb through a distance of one foot in one minute. This is usually referred to as brake horse power, as in testing internal combustion engines it is measured by loading the engine with some form of brake, either an air brake consisting of a propeller with a known power consumption, or a water or friction brake, otherwise known as a dynamometer.

The R.A.C. horse power was simply based on the size of the engine and gave an artificial figure for taxation purposes. The formula was:—

$$\frac{D^2N}{1613}$$

where D is the cylinder diameter in millimetres, and N. equals the number of cylinders.

Reply to Summons

I have been summoned to answer a charge for failing to allow free passage to a pedestrian on a pedestrian crossing. The court is a very long way from my home; do I have to attend? If not, how do I put forward my plea of guilty; is it necessary to forward my driving licence to show that it is "clean"; and should any money be forwarded for payment of a possible fine and costs? *W. W.*

London, N.W.10.

YOU do not have to attend in person although your presence would probably result in a smaller fine. If you do not attend you should send a letter to the Clerk of the Court, in which it is as well to express to the court your regret at not being present and any facts you may wish to mention about the offence. It is not necessary to send your licence as your driving record will be produced in court by the police, and neither is it necessary to forward any money as you will be informed in due course of the amount of any fine.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15824.—1933 Hillman Minx
"H. S."—Information and a handbook.

No. 15825.—Allday and Onions Car
"S. H."—Any available information and hints on re-assembling; also a handbook.

No. 15826.—1932 Crossley Ten
"A. T."—General maintenance hints and a handbook.

No. 15827.—1936 Flying Standard Twelve
"E. H."—General information and a handbook.

No. 15828.—1935 Wolseley Nine
"L. J. S."—Maintenance hints and any other information; also a handbook.

No. 15829.—1940 Rover Twelve
"J. R."—Running experiences, particularly as to fuel consumption.

No. 15830.—1933 12 h.p. Armstrong Siddeley
"A. S. N."—General maintenance data and a handbook.

No. 15831.—1936 Series II Morris Ten
"K. G."—All possible information and a handbook.

No. 15832.—1931 Singer Junior
"L. M."—General information and a handbook.

No. 15833.—1936-37 2-litre Opel
"G. L. T."—All possible data and a handbook.

No. 15834.—1937 Austin Ten
"C. W. W." (Natal).—All available information, hints on maintenance and a handbook.

No. 15835.—Mark V 3½-litre Jaguar
"A. J. A."—Information as to reliability, performance, and fuel consumption.

No. 15836.—1912 K.R.I.T.
"M. H. R."—Any information on getting car on road; also a handbook.

No. 15837.—Upper Cylinder Lubricant
"H. W. S."—Views as to results obtained in solid or liquid form, graphited or plain, in a Lanchester Ten. Experiences as to mileages covered on negligible oil consumption.

No. 15838.—1935 1½-litre Riley Falcon
"J. P. T."—Maintenance data and handbook for preselector gear box model.

No. 15839.—Riley Falcon Fifteen-Six
"A. F. M. C."—Tuning and general maintenance details; also a handbook.

No. 15840.—Handbooks Required
"W. P. G."—1936 1½-litre Riley Falcon.
"G. R. C. D. G."—1938 1½-litre M.G.
"A. J. McN."—1936 13.22 h.p. Alvis Firebird.
"R. A. W."—1936 Triumph Vitesse.
"L. S. G."—1930 Morris Eight.
"A. J. F."—1939 Morris Twelve.
"E. P."—1935-36 Austin Ten.
"S. R. W."—1936 E.20 Daimler.
"W. W."—1933-34 8 h.p. Ford.
"P. C."—1937 Hillman Minx.
"E. F. V."—1932 Singer Junior.
"F. S."—8 h.p. D.K.W.
"A. E. W."—1938 Triumph Vitesse.
"H. N. C."—1934 Morris Ten-Four.
"K.A.S."—Type TL12—60 Alvis.
"L. E."—1938 Talbot Ten.
"J. D. R."—1938 Austin Big Seven; also wiring diagram.
"S. McD."—1933 Wolseley Hornet Special; also wiring diagram.
"P. H."—1935 PA-type M.G. Midget.
"R. D. L."—1934 Morris Ten-Six.
"D. G. H."—B.S.A. Scout, Series 4.
"E. W. T."—1936 10 h.p. Rapier.
"L. A. H."—1939 2-litre M.G.
"S. H."—Type R71 B.M.W.
"G. H."—1939 2-litre M.G.
"A. G. H."—1937 2½-litre S.S. Jaguar.
"J. H. W. K."—1934-35 21 h.p. Sunbeam.

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USED CARS ON THE ROAD

No. 3: 1948 Austin Sixteen Saloon

Price, new: £525 plus £196 11s 8d purchase tax. Second-hand: £925.	Acceleration from rest through gears to 30 m.p.h., 6.6 sec; to 50 m.p.h., 19.2 sec. 30 to 50 m.p.h., top gear, 13.7 sec.	Fuel consumption range: 20-22 m.p.g. Oil consumption: 1,500 m.p.g. approx.	Speedometer reading: 1,677 (component renewed reading 30,000). Car first registered: October, 1948.

FOR the first time "double" purchase tax has hit even cars listed new at under £1,000, and the effect of the burden is felt on used car prices. This Austin Sixteen, supplied for test by Naylor and Root, Ltd., 25, East Hill, Clapham Junction, London, S.W.11, cost the best part of £1,000 but it offered excellent transport for a certain type of motorist.

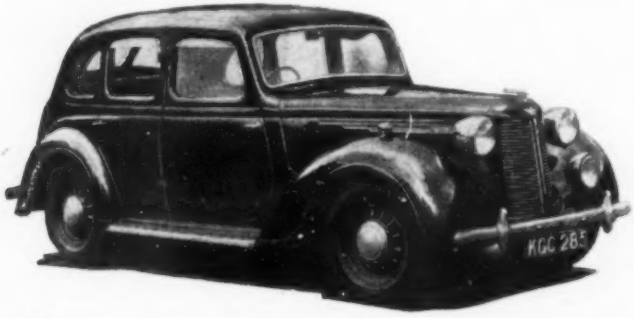
Equipment included a radio of good tone, a heater and sliding roof as well as such refinements as four ash trays, a rear window blind, a pair of separate folding arm rests on each front seat and an opening windscreen. A fog lamp was fitted.

In spite of an estimated mileage of nearly 32,000 the engine was very sweet and pulled powerfully. It was easily possible to cover a long journey quickly, comfortably and without fuss. Outwardly the car had lost some of its new car gleam but the cellulose (black wings and dark blue body) was clean and unblemished. Inside the car the dark brown carpets and leather upholstery were in very good condition. All the incidentals worked properly with the exception of the central roof light.

The tyres had clearly been fitted recently, as wear was negligible, and the car held the road well except for reduced efficiency of the spring dampers, particularly at the front. Wear on the steering linkage was very slight but a wheel wobble was occasionally noticed when the speedometer indicated about 60 m.p.h. This passed off at 65 m.p.h. and was the car's main sign of wear.

Driven quietly the car would pull away without snatch in top gear from speeds as low as 8 m.p.h. and a speedometer reading of over 70 m.p.h. was obtained with ease on anything like a clear stretch of road. The brakes were good. Comfort was the keynote of the car, driver and passengers enjoying good seating positions, on upholstery largely unaffected by previous use, and the absence of mechanical fuss. The gear box was particularly pleasant to use, no sign of any synchromesh wear being evident. Second gear, however, tended to resent disengagement when the car had been halted.

The speedometer indicated 31 at a true 30 m.p.h. and 53 at 50 m.p.h. It is likely, therefore, that it would be more optimistic in the highest range. For a car of this size, and taking into account mileage, the petrol consumption was very reasonable—some 20 m.p.g. even under hard driving conditions. Oil consumption was noticeable, about a pint being necessary to top up after 200 miles, but it must be remembered that this included airfield testing and more hard driving. The Austin did its work unobtrusively and left driver and passenger feeling fresh even after the best part of a day's motoring.



No. 4: 1949 Morris Minor Coupé

Price, new: £299 plus £78 10s 7d purchase tax. Second-hand: £775.	Acceleration from rest through gears to 30 m.p.h., 8.5 sec; to 50 m.p.h., 20.9 sec. 30-50 m.p.h., top gear, 22.4 sec.	Fuel consumption range: 36-40 m.p.g. Oil consumption 1,000 m.p.g.	Speedometer reading: 11,238. Car first registered: August, 1949.

IT is not usual to test as a used car one first registered as late as August, 1949, but this example is to some extent representative of the best available in its class for immediate purchase. The popularity of the model itself is reflected in the used car price, for which a great deal must be expected. Certainly the car tested, which was provided for the purpose by Jarvis and Sons, Ltd., Morris House, Morden Road, London, S.W.19, was impressive.

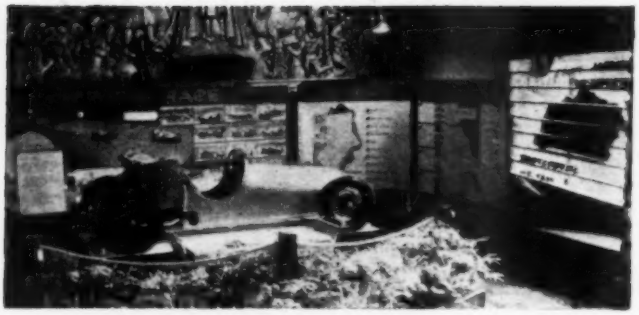
It had started life as a tourer and was the first car to be treated to the Jarvis coupé conversion (described in *The Autocar* of November 25, 1949, and recently increased in price to £30). Fitted with a new high-quality hood, curved down over part of the rear windows, and with unblemished green cellulose, it was attractive to look at. The interior carpets seemed virtually unworn and the fawn upholstery was in good condition. The only interior fault was a certain amount of warping round the edges of the door trim panels.

On the road the performance was vivid in relation to engine size. The speedometer indicated 31.5 at a true 30 m.p.h. and 52 at 50 m.p.h. A true 30 was readily obtained on second gear when desired, and 40 m.p.h. was seen with ease on third. No pinking was experienced. The suspension remained utterly stable, although cobbled roads produced a fair amount of rattle. The tyres showed fairly considerable wear except for the spare which appeared unused until fitted because of a puncture. Apart from a rear bumper securing bolt working loose no other trouble was experienced. All the instruments, traffic indicators and lights worked properly.

The steering did not show any signs of wear and the gear change was decisive in action. The brakes were fully effective, with no tendency to pull to right or left. A complete set of tools was included in the equipment. The water level remained unchanged but a certain amount of oil was used. It must be borne in mind, however, that the oil consumption included the hard test conditions with some high engine speeds.

Apart from the coupé conversion, additional equipment included twin windscreen wipers (one was standard) and rear wheel spats. The spats were easily removed when necessary by one movement of a special key.

Throughout the test the car conducted itself with merit, leaving an impression predominantly of a great eagerness to do whatever might be required of it quietly and well. The only sign of wear to give rise to concern was some rusting of certain chromium-plated fittings but replacements were being effected where necessary.



An Iota P1 500 is the centrepiece of the exhibition at present being staged at the *Daily Express* building in Fleet Street in connection with the Silverstone meeting on May 5. Six trophies, pit equipment, and so forth, complete the display.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E

RUMOURS and preparations for Le Mans are already working up to what novelists love to call fever heat, though any fever achieving the heat I have seen some teams generate would undoubtedly prove immediately fatal. An item of news of absorbing interest is that Eddie Hall will drive a 4.1-litre Ferrari in the famous 24-hour race, as a member of the official Ferrari team. His entry carries a qualification for the Coupe Bienniale, as a result of his drive in the Bentley last year, which will make him very closely watched by other team chiefs during the race; none of the other Ferraris are so qualified, as none of their cars finished in last year's event. E. R. Hall thus abandons—temporarily, at least—his allegiance to the Bentley *marque*; his many successes with them will be recalled from those with the blown and unblown 4½-litres to his second places in the Tourist Trophy races of 1934-5-6 with the 3½- and 4½-litre Rolls-Royce-built version. Between these two periods, of course, he also successfully drove the blown M.G. K3 Magnettes in many events.

The team of special Jaguars, which will have the blessing of the works although they are privately entered cars, will probably be driven by Leslie Johnson and Biondetti, Peter Whitehead and Peter Walker, and Stirling Moss and Jack Fairman; details of the cars are still hard to come by, but they will be much lighter than previous examples and rumour speaks of tubular chassis and yet more b.h.p. from the XK120 engines. Drivers for the two Cadillac-engined Allards will—also probably—be Sydney Allard and Tom Cole (as last year) and A. P. Hitchings and P. B. Reece.

TOMORROW there is the second Brands Hatch meeting of the season, with all the usual 500 c.c. practitioners and a few more as well; total entry, 59 cars. The meeting starts at 1.30 p.m.; Brands Hatch is on the main London-Maidstone road (A20), just beyond Farningham, and is well worth a visit. Also tomorrow is the first "members only" Goodwood meeting of the year, in which over 100 sports cars will take part in nine races. First race 2 p.m.; admission free, members and friends only.

On Sunday comes the San Remo G.P. in Italy, in which the first Alfa Romeo-Ferrari duel of the year may eventuate; if it does, the protagonists will be the modified (Type 160) supercharged 1½-litre Alfas and the unsupercharged 4½-litre Ferraris. The Alfa engine has now been somewhat altered, with a larger bore and shorter stroke, and probably develops around 360 b.h.p.; the rear suspension of the car has also been changed, from independent swing-axles to the de Dion layout.

REGULATIONS are now out for two forthcoming B.A.R.C. events: the Whit-Monday (May 14) Goodwood meeting and the Eastbourne Rally (June 30-July 1). Principal races at the former will be the *formule libre* event for the Festival of Britain Trophy, under the auspices of the *Daily Graphic*, which will be run in two seven-lap heats with a fifteen-lap final, and the 500 International Trophy, similarly divided. Entries close on April 23.

The Eastbourne Rally will once more incorporate a Midnight Concours d'Elégance, together with a Concours de Confort, the latter to take place on the Sunday. The rally is open to members of the B.A.R.C. only; not so the concours. Entries close June 11; enquiries to H. J. Morgan, General Secretary, B.A.R.C., 55, Park Lane, London, W.1.

MORE rally news: the principal award in the R.S.A.C. Rally will be *The Autocar* Trophy. The Morecambe Rally, later in May, promises to be very closely contested; an interesting entry is that of the Porsche coupé, a run in which is described elsewhere in this issue, which will be driven by T. W. Borges and C. G. Meisl.

THE Whit-Monday race meeting at Gamston, run by the Sheffield and Hallamshire M.C., will include races for sports cars of various capacities, for M.G. cars, for 500 c.c. cars and (the big race of the day) for racing cars of any capacity over 500 c.c., the last-named event being over twenty laps for the Gamston Challenge Trophy. This should provide a very good day's motoring; the entry list is open to members of the S. and H. M.C., the North Midland M.C., Nottingham S.C.C., Sunbac, Yorkshire S.C.C., Half-Litre Club, Chester M.C. and the 750 Club, and closes on May 1. Enquiries to K. G. Settle, Westgrove, Grove Road, Totley Rise, Sheffield.

ON the Saturday following Whitsun weekend—that is, on May 19—the Vintage S.C.C. will hold their first Silverstone race meeting of the year, round the club circuit. Open to members of the V.S.C.C., Hants and Berks M.C., West Hants and Dorset C.C., Bristol M.C. and L.C.C. and Nottingham S.C.C., its programme includes a one-hour high-speed

THE MAN AT THE WHEEL

K. A. Gregory

Ken Gregory is likely to crop up whichever way you look at this business of motoring sport. First, should you go to watch a 500 c.c. race at Brands Hatch or elsewhere, you will probably see him at the wheel of a Kieft, for which marque he also acts in an administrative capacity with regard to their racing programme. Secondly, should you decide to join the Half-Litre Club, or even to write to them for information, you will have to address your communication to Ken, who has recently taken over the secretaryship on the retirement of John Gale, after a long spell as assistant secretary. Thirdly, if it should become necessary for you to approach the R.A.C. with reference to any motor sporting event, you may find your needs being attended to by . . . K. A. Gregory, who is a member of the staff of the Competitions Department of that august body.

Now twenty-four years old, of medium height, dark-haired and slight, Ken is a fervent worker in the half-litre cause, and has been responsible for an immense amount of the endless travail of organization which has contributed so much to its present high

level of popularity. In what little spare time either of them have, he is usually to be found in the company of Stirling Moss, of whom he is a close friend and with whom he shares a London pied-à-terre.

This picture shows him at the wheel of the Cooper with which he won the Junior Brands Hatch Championship race at the September meeting last year.

THE SPORT . . . . . continued

trial, scratch and handicap races for both vintage and non-vintage cars, and the Seaman Trophies Race, over a distance of 100 kilometres, for historic and vintage racing cars. This should be a very good meeting indeed; the last-named race, introduced last year for the first time, is an admirable and extremely interesting event which conjures up visions of the past and enables valuable comparisons to be drawn between cars of different eras. E.R.A.s? Yes, them as well!

LATE on Sunday night the first cars leave their starting points to commence the long run round the Continent on the Tulip Rally. The entry is a truly magnificent one, 302 cars strong, and of these 76 are British. The Harrogate starters number 51; the first car leaves the control there at 11 p.m., arriving at Dover just after 8.30 on Monday morning. Unfortunately it is impossible to print the full list of entrants, but here are the names of the British contingent.

Starting from Harrogate: A.C. (G. Herbert, I. Foster), Allard (J. Watson, J. M. Cringean), Austin (R. W. Horton, G. V. Jones; O. Halliday, W. J. Guline; R. J. Randall, C. K. Houchin; Mrs. J. Gardiner, Mrs. J. Bowden; H. Galt, J. Coulthard; A. Roberts, J. Peters), Armstrong Siddeley (A. A. Knowles, D. F. Truman), Bristol (H. Webster, A. L. Marshall; J. H. Walton, Mrs. J. M. Walton; M. O. Giles, J. C. Reid; P. O. Walton, S. G. Haithwaite, A. Bumpley; J. W. F. Banks, L. H. Johnson), Ford (W. J. Skelly, T. Lund; F. G. O. Arbuckle, D. A. Pattison; W. B. Edwards, D. M. Edwards; R. H. Sleigh, J. Risk; G. Davidson, P. J. Wright; C. V. Wray, F. Baxter), Frazer Nash (D. H. Murray, M. P. Skarring), Healey (H. B. Murphie, A. N. Ormrod; R. R. Nahum, T. Tanner), Hillman (R. Booth, R. B. Dicken; P. C. E. Harper, E. Brinkman), H.R.G. (J. A. H. Gott, R. E. C. Brookes), Humber (D. C. Absalom, R. J. Moon), Jaguar (B. E. Bradnack, P. Mould; G. MacKerracher, A. S. Brooks), Javelin (R. V. Russe l, J. Seaman; D. Russell, F. Baxter; P. R. Bolton, E. V. Lewis; W. O. Wricht, F. A. Berjeant; L. Odell, J. U. Smit; E. Abrams, S. Abrams; S. Eddy, F. Newton; P. B. Eastwood, —), Jupiter (W. H. Robinson, J. T. Leck), Lagonda (W. W. Cope, F. Taylor), Lancia (J. Carefoot, G. O. Carefoot), Marauder (B. N. Wilmott, P. Tunley), Riley (J. O. Searle, T. Cranstone; C. Croll, J. Glasgow), Rover (Miss C. Sadler, Miss B. N. Dunham), Sunbeam-Talbot (E. J. Tucker, J. F. Rowbotham; E. G. Pipe, N. Robinson; G. W. A. Aitkenhead, L. W. Bird), Vanguard (E. J. Mann, A. J. Tustin), Vauxhall (C. R. Syms, R. C. Syms; A. Lineker, G. E. Neville). **From Paris:** Austin (B. S. Bridges, S. C. Norman), Hillman (J. H. Kensley, P. Rae; H. S. Shears, C. G. H. F. Dunham; P. Fotheringham-Parker, Mrs. K. Fotheringham-Parker), Jaguar (G. A. Mangoletsi, H. J. Volimer; C. E. L. Powell, J. Caton). **From Monte Carlo:** Ford (B. W. J. Hindes, E. A. H. Jeffreys), Jaguar (F. P. Grounds, Mrs. L. Grounds). **From Brussels:** Healey (W. D. R. Lamb, J. H. Crowsey), Jaguar (S. Barsby, R. W. Cookson), Javelin (C. A. Leavens, Mrs. J. A. O'H. Leavens). **From the Hague:** Allard (A. G. Imhof, J. Suter), Ferrari (R. K. N. Carkson, L. O. Bartlett), Ford (K. Wharton, J. Langelaan; J. O. Reece, P. B. Reece), Healey (A. N. Waterhouse, P. Godley), Hotchkiss (M. E. Moir, C. Pirzthall), Jaguar (E. Ainsworth, N. B. Ainsworth; I. Appleyard, Mrs. I. Appleyard; R. L. S. Raffles, G. M. Harvey), Morris (J. A. Thoenes, Mrs. M. Thoenes), Riley (Mrs. O. I. Johnson, W. Walter; G. H. S. Letchworth, L. N. Hands), Rover (A. Meredith-Owens, O. C. Owens), Vanguard (Mrs. J. Cooke, Mrs. M. de Jong).

THE Production Car race which forms part of the B.R.D.C. May 5 Silverstone meeting will be divided, as last year, into two parts, under and over 2 litres. Entries for these total 28 and 29 respectively, and are made up as follows:

Up to 2 litres: Dyna Panhard (G. Wilkins, P. J. Collins, R. M. Dryden, "Dave"), Morris Minor (Dr. A. M. Goldthorpe, D. B. Price, T. A. Jones), Morgan (J. M. Sparrowe), M.G. (R. W. Jacobs, E. K. Lund, G. Phillips, J. Dalton, F. E. A. Busey), H.R.G. (M. J. Keen, G. A. Ruddock, J. V. S. Brown), Jupiter (H. L. Hadley), Frazer Nash (T. A. D. Crook, R. P. Salvadori, R. J. Newton, P. R. Gerard, D. A. Clarke, E. Winterbottom, R. P. Peacock, F. R. G. Spikman), Frazer Nash-B.M.W. (G. Tyrer), Lea-Francis (P. R. Jones), Bristol (P. B. Buckler).

Over 2 litres: Morgan (D. W. Price, P. H. O. Morgan), Sunbeam-Talbot (G. R. Hartwell), Riley (G. H. Grace), Aston Martin (G. E. Abecassis, B. Farnell, P. B. Reece), Ferrari (R. K. N. Clarkson), Healey (G. F. Gale, J. Buncombe, F. A. Spiller, A. J. Stokes, P. J. Simpson), Nash-Healey (A. P. H. Rolt), Allard (K. Watkins, S. H. Allard, R. Curtis, A. F. Hitchings), Jaguar (L. G. Johnson, B. Moss, P. D. C. Walker, T. H. Wisdom, E. Moor, J. D. Hamilton, G. N. Gee, E. W. Holt, D. Murray, G. H. Wicken, J. Allan Arnold). There is also a possible works Ferrari entry, with Serafini as driver.

VARIOUS Dellow owners in the Birmingham area are getting together to form a Dellow Owners' Club; for this purpose a meeting is being held on Sunday (April 22) at the Bell Hotel, Shipston-on-Stour, Worcestershire. Proceedings will commence with lunch, in readiness for which people will be assembling from 12 noon onwards; the meeting proper is timed for 2.30 p.m. J. A. C.

COMING SHORTLY

APRIL 20.—Shenstone and D.M.C. A.g.m., Plough and Harrow, Shenstone, near Lichfield, 7.30 p.m.
21.—B.A.R.C. Members' race meeting, Goodwood, 2 p.m.
21.—Half-Litre Club. Race meeting, Brands Hatch, 1.30 p.m.
21.—Hants and Berks M.C. Versatility Trial, starting Castle Combe circuit, 9 a.m.
21.—Lagonda C.C. and Register. Southern Rally, Laurentine Camp, Milford, Surrey, 2.30 p.m.
21.—Scottish S.C.C. Inter-Club Gymkhana, Falkirk Ice Rink, 2.30 p.m.
21-22.—Herts C.A. and A.C. Night Navigation Trial, starting Crown, Garston, Watford, 8.15 p.m.
22.—**San Remo Grand Prix, Italy.**
22.—**Berlin Road Race, Germany.**
22.—Taunton M.C. Allen Memorial Trial, starting White Hart, Wiveliscombe, near Taunton, 2 p.m.
22.—Leicestershire C.C. Sturgess and Alan Glover Trophy Trial, starting Sturgess' Garage, Braunstone Gate, 10.30 a.m.
22.—Newcastle and D.M.C. Hunter Cup trial, starting White City Stadium, Scotswood Bridge, Newcastle-on-Tyne, 10.30 a.m.
22.—Alvis O.C. Hope Valley meeting, Bamford, near Sheffield, 2 p.m.
22.—Stockport M.C. Visit to Chatsworth Hall; meet Town Hall, Stockport, 11.30 a.m.
22.—Southsea M.C. Treasure Hunt, starting Portsdown Hill, 2.30 p.m.
22.—Lancashire and Cheshire C.C. Derbyshire Sporting Trial, starting Bull-i'-th'-Thorn, Hurdlow, 10.30 a.m.
23-28.—**Tulip Rally, Holland.**
28.—Ulster A.C. Trial, N. Ireland.
28.—Veteran C.C. of G.B. Southport Rally.
28-29.—Yorkshire S.C.C. Scarborough Rally, starting Yeadon Airport, near Leeds, 12.01 a.m. Saturday.
28-29.—Falcon M.C. Night Navigation Trial, starting Mayflower Hotel, Hertford, 10.30 p.m.
29.—**Mille Miglia, Italy.**
29.—Midland M.E.C. Rallye Impecuniosa, starting Talbot, Hartlebury, 10.30 a.m.

CLUB NEWS

Herts County Automobile and Aero Club. On April 21 to 22, the club will hold their Nocturne, a Night Navigation Trial, starting from the Crown Hotel, Garston, Watford, at 8.15 p.m. Six control points are located in Herts and Bucks and are covered by Sheet 160 of the one-inch Ordnance Survey. The club regrets that it has been unable to obtain Begehwood Park for its speed trials this season.

Nottingham S.C.C. The Rallye Skittleque was held on Sunday, April 1, covering a distance of about 100 miles. The Rallye was held with the aim of attracting owners of "bread and butter" cars, who seldom are able to compete in a sporting event. Cars were handicapped according to age and cubic capacity, and the tests were so designed to favour neither a powerful car nor an open one. **Results:** 1, Morris Eight (J. S. Hollings); 2, M.G. 850 (S. J. R. Pattison); 3, Wolseley 1,762 (G. Lant). The cars were 11, 17 and 13 years old respectively.

Leicestershire C.C. The reliability trial for the Sturgess and Alan Glover trophies will take place on Sunday, April 22. A competition licence is not required. The event is for the ordinary club member, every driver

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CLUB NEWS . . . . . continued

with any type of car having a chance to win. The start will be from Sturgess' Garage, Braunstone Gate, Leicester, and there will be a break at an hotel for lunch. The finish of the trial will be near Matlock Bath, where a high tea will be available. The club needs a large number of volunteers for marshals.

Alvis O.C. The Cheltenham Rally was held on March 25, attended by some 60 members and friends of the club. **Results:** 1, Easter Cup and Replica, Speed 20 (L. S. Richards); 2, Spotlight, TL 12-60 (G. G. Pindar); 3, TA sports (W. E. Turner). The a.g.m. and the Hope Valley meeting will be held on Sunday, April 22; proceedings commence at 2 p.m. at the Rising Sun, Bamford, near Sheffield. Dates for future meetings are as follows: May 20, Pembrokeshire; June 24, Thames Valley; July 22, Bristol area; August 26, Lancaster Area; September 23, Rally at Stilton; October 14, Welsh Trial.

Eastern Counties M.C. The speed event due to be held on April 22 is now to be a closed event, to be run at Fersfield Aerodrome, near Diss, Norfolk. A 3-lap and a 5-lap race are included in the programme.

Coventry and Warwickshire M.C. On April 22, the club will run their Weaver Car Trial, for members only. The start will be from the Baginton Oak Hotel, Baginton, at 2 p.m., finishing at The Crown Hotel, Banbury. The course will include several observed sections, timed sections, brake and special tests. Particulars from the Secretary, L. Grew, 34, The Chesils, Coventry.

Darlington and D. M.C. The results of the Signpost Trial held on April 8 are as follows: Northern Echo, S. Hugill (14 points lost). First-class awards: J. Blumer (15); H. Hugill (18); J. D. Stuart (24). Second-class awards: A. P. Riddle (25); R. Brown (26); A. Sunley (30); C. Norris (37). Novice award: Mrs. G. Zissler, after a tie (38). There will be a Night Trial on April 28, starting at the Croft Airport at 10 p.m. (Club Night is held here every Friday).

East Anglian M.C. With an eye on the rally season which is now all but here, the club has devised an almost cosmopolitan set of driving tests, to be run at Bloomfields Farm, opposite the Bird-in-Hand on the Earls Colne-Coggeshall road, near Halstead. The tests will include the Morecambe scissors, the Monte-Blackpool wigg-e-woggle, and the Alpine and Scottish triangle. Entries will be divided into three classes: up to 1,300 c.c., 1,301-2,500 c.c., and over 2,501 c.c. Tea will be provided, at the Bull Hotel, Halstead, and will be followed by a showing of Shell films. Date of the event is April 29; starting time, 2 p.m. Entries (before April 23) to Mrs. C. L. Heyne, 20, Gainsborough Road, Sudbury.

Liverpool M.C. Unfortunately, the speed trial, which was to have been run on April 7, had to be cancelled; despite efforts, a suitable venue could not be found.

M.G.C.C. (S.W. Centre). The second annual standard car trial and driving tests were held on Saturday, April 7, in snow and hail. There were 16 competitors for the 30-mile course in the North Mendips, starting at Mile 3. **Results:** Sanctuary Trophy: M.G. TD, 1,250 (J. M. Readings). M.G. cars closed: 1½-litre (P. J. Gallagher). Other cars open: Cuff Special 1,172 (W. C. Cuff). First-class (class I) awards: M.G. TD 1,250 (M. R. G. Llewellyn); M.G. TD 1,250 (P. W. E. Prance); M.G. NA 1,286 (M. D. King); M.G. TC 1,250 (C. J. Toomer). Class III: Meakin Cross special, (C. M. Seward). Second-class awards (class I): M.G. TC 1,250 (T. G. Cunane); M.G. PB 939 (A. W. Morrish).

Midlands M.E.C. The Rallye Impecuniosa will be held on Sunday, April 29, and the rendezvous will be at The Talbot, Hartlebury, at 10.15 a.m., cars starting at intervals from 10.30. There will be a break for picnic lunch, which entrants should bring with them. Cars must be fitted with speedometers in working order (as is required legally, anyway!). The closing date for entries is April 20, and the entrance fee is 3s 6d. Details from Miss J. Angell, 30, Ivy Road, Sutton Coldfield.

IN BRIEF

Mr. Walter Hassan, A.M.I.Mech.E., has been made a director of Coventry Climax Engines, Ltd.

Mr. Arthur B. Hall, chairman and managing director of Moores, Weybridge, Ltd., main Ford distributors, has been elected to the presidency of the Motor Agents' Association.

Mr. James Masterton has become joint managing director of Brown Brothers, Ltd. He has been with the company since 1921 and became assistant managing director in 1947.

Profit of Jaguar Cars, Ltd., for the year ended July 31, was £159,198. Ordinary share capital carried a dividend of 15 per cent, less tax. £67,300 was carried forward from the last account and £104,998 is being carried forward to next year.

Users of the Crypton B.100 motor analyser may now obtain pamphlets from Crypton Equipment, Ltd., Bridgwater, Somerset, to assist in selling the diagnosis and tuning service. The leaflets are also available to any interested car owner.

Mr. Sidney Wolfe, founder of Wolf Electric Tools, Ltd., has died in his 80th year. Until recently, when his health became poor, he was chairman and governing director.

Dunlop employees in this country who sent a gift of 2,500 leather wallets to Dunlop people in Australia, in appreciation of wartime food parcels, had to pay £300 Customs and sales tax.

Henley's Tyre and Rubber Co., Ltd. has appointed Mr. W. Bradshaw as sales secretary. Mr. Bradshaw is now responsible for the internal administration of the sales organization as from January 1, 1951.

A new edition of the catalogue of motoring books published by F. and E. Stoneham, 1, 2 and 3, Station Buildings, New Bridge Street, London, E.C.4, is now available. It is obtainable from the publishers, and is free.

Cadillacs are included in the fleet of large and small chauffeur driven cars which D. F. Long and Co. (Travel), Ltd., Travel House, Mornington Crescent Station, London, N.W.1, are making available to visitors to this country for a planned series of all-day excursions.

Mr. C. S. Steadman, B.Sc., A.M.I.Mech.E., divisional engineer (automotive products) of Smiths Motor Accessories, Ltd., has been awarded the Starley Premium by the Institution of Mechanical Engineers, together with the Institution's Certificate. He received the award in respect of his paper *Air Condition Control for Automobiles.*

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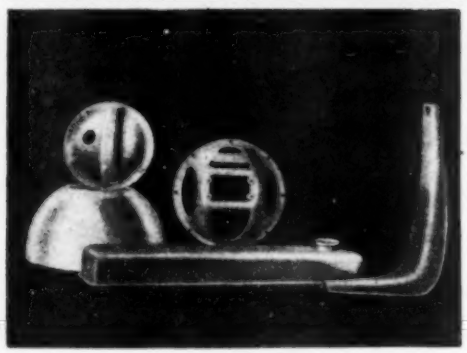

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1947 **MORRIS** 8 Saloon, black brown, One owner only. In very sound condition **£595**

1947 **AUSTIN** 8 Saloon, black brown, fitted radio, Two owners only, speedometer reading 23,000 miles. Excellent condition **£640**

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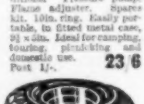

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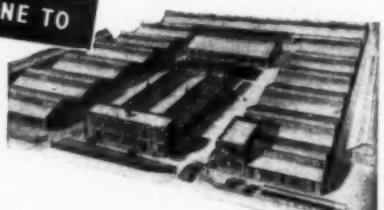

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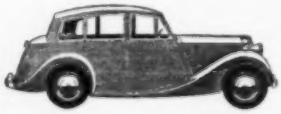

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Postal orders and cheques sent in payment for advertisements should be made payable to Iliffe & Sons, Ltd., and crossed & Co. Trade discounts of 5 per cent, 10 per cent and 15 per cent are allowed on orders for 13, 26 or 52 consecutive insertions. Full particulars on application.

PRESS DAY 1st POST MONDAY. Trade advertisements are accepted by telephone up to 12 noon, Waterloo 3333. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage except in the case of advertisements for 1950 cars and current models in which the name and address or name and telephone number must be included. Replies should be addressed to, "Box 0000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

DEPOSIT SYSTEM

Readers replying to advertisements in these columns and wishing to take advantage of "The Autocar" Deposit System facilities should send for particulars which are available on application.

The Publishers do not accept liability for clerical or printer's errors although every care is taken to avoid mistakes.

The Publishers retain the right to refuse or withdraw advertisements at their discretion.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

IMPORTANT NOTICE

Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

A.C.

1949 model (reg. Nov., 1948) A.C. 2-litre saloon, green, beige leather upholstery, recorded mileage 18,000, a one-owner car in immaculate condition. DENHAM SERVICE STATION, Ltd., Denham, Bucks. Denham 2296. [5211

1937 A.C. 2-litre sports 2-4-str Competition model, a wonderful performer; £495.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [2624

1948 (July) Alvis 14 drop head coupe, 20,000 miles, both the coachwork and the mechanical condition are without fault; £1,295.—Clarke & Simpson, 75-79, Cadogan Lane, S.W.1. Sloane 4727. [5013

1950 A.C. saloon, mist green, ivory grey hide upholstery, very low mileage car; exchanges and terms.—Swanmore Car Sales, 1176-1180 Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [2575

265 gns.—A.C. Ace 1956 16.60hp Greyhound sports saloon, black, sliding head, red leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2940

SCARCE model 1959 series A.C. Six Competition 2-seater, very attractive body with swept tail and hinged decking, enclosing tonneau, disappearing hood, all-weather equipment, flat folding screen and twin seer screens finished snow shade with blue leather, luxuriously equipped, fitted standard 5-carburettor equipment, but superfinance equipment included; outstanding car with sparkling performance, thoroughly recommended; written guarantee; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2894

ALFA ROMEO

BARTLETT.—Alfa Romeo, finest selection available.—27a, Pembridge Villas, W.11. [5047

295 gns.—Alfa Romeo (Sept., 1951), 2-litre 17.85 twin camshaft foursome drop head coupe, red, black leather, good tyres, very carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2941

SPEEDSTERS, Ltd.—Alfa Romeo 1750 supercharged 10 million series Zagato 2-seater, completely rebuilt at cost of £240, 6 new tyres, new battery, new chrome, recellulosed red by leading coachbuilder, new hood, new side curtains and tonneau cover.—Offices at Old Straddles, Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [5065

Alfa Romeo Cars Wanted

BARTLETT.—Alfa Romeo 2.9 2-seater wanted.—27a, Pembridge Villas, W.11. [5048

ROWLAND SMITH'S, the Alfa Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

CHIPSTEAD MOTORS, Ltd., Cheslow Garage, 197 Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 0052. [9312

Alfa Romeo Spares and Service

THOMSON & TAYLOR, (BROOKLANDS), Ltd.—Spares and service for Alfa Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [10124

BEVERLEY MOTORS (proprietor N. H. Mann), 8, Coombe Rd., New Malden, Surrey, are now producing special coachwork on Alfa Romeo chassis; to customers requirements examples will be found in our showrooms.—Tel. Malden 4469. [9531

ALLARD

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 £950. [7289

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [7288

CAR MART, Ltd.

1949 Allard saloon, 12,000 miles; £1,165.Car Mart Ltd., 320 Euston Rd., N.W.1. Euston 1213. [9627

GOLDERS Green; H. A. Saunders, Ltd.—1949 Allard 2-str. grey, 8,000 miles, one owner.—144 Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [2600

ALLARD

WARWICK WRIGHT, Ltd., offer:—

1950 Allard V.8 saloon, steel grey, red leather, radio and heater, 7,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5260

1949 Allard sports 2-seater, maroon with maroon interior, 16,000 miles; £895.

1949 Allard sports saloon, black with red leather interior, 3,000 miles; £965.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yards north of Tally Ho! Corner). Hillside 0028. [5667

1949 Allard, fitted with a beautiful 2.4-seater open sports body, mileage 9,000, colour grey, immaculate condition, £1,045.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8092. [1197

1949 Allard foursome d./h. coupe, immaculate grey; £975.—Silverthorne Motors, Ltd., 1015, Finchley Rd., N.W.11. Meadway 2368. [2866

1949 Allard drop head foursome coupe, in exceptional condition; £995.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371.

CHIPSTEAD MOTORS, Ltd., 197 Fulham Rd., Kensington, London, S.W.3.—Allard late 1949 streamlined 2-seater, Bugatti blue, 10,867 miles, terrific performance, virtually as new.—Flaxman 0052/7853/7154. [9776

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ALLARD

ROSE & YOUNG, Ltd., offer:—1948 Allard 4-seater sports tourer, exceptional condition, red, £745.—65-68, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 9464. [1287

ALLARD (late 1948) 4-seater sports tourer, cream with blue upholstery, genuine 12,000 miles only, one previous owner, as new in every detail; £795.—Box No. Y.5897, Bensons, Kingsway Hall, Kingsway, W.C.2. [5506

Allard Cars Wanted

BARTLETT, the Allard buyers, 27a, Pembridge Villas, W.11. Bayswater 0527. [5049

WANTED, Allard, any type considered;—6, Portobello Mews, W.11. Park 9090. [6554

Allard Spares and Service

ALLARD'S MOTORS, Ltd., for all Allard spares.—43-45, Acre Lane, London, S.W.2. Brixton 6451.

ALLARD MOTOR Co., Ltd., Service Dept., 51, Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2555.

ENCON COACHWORKS, of Fulham, 9, Estcourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, body fittings for all models in stock; makers of Allard J.2, K.2 and tourer bodies. [10467

BRISTOL STREET MOTORS, Ltd., 164-182, Bristol St., Birmingham, 5 (Tel. Midland 5861), for new and used Allards, spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire.

ALVIS

CAR MART, Ltd.

1937 Alvis Charlesworth saloon, 6 months' guarantee, £765.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [2847

BROOKLANDS for individuality.

ALVIS distributors, new 3-litre models for demonstration.

1950 Alvis 14hp saloon, black, speedometer reading 15,000.

1948 Alvis 14hp saloon, black, small mileage.

1948 Alvis 14hp Tickford drop head coupe, black, small mileage.

1948 Alvis 14hp foursome drop head coupe, black, small mileage.

ABOVE reconditioned cars examined and approved by Alvis makers.

103 New Bond St., London, W.1. Mayfair 6851/6. [5070

PERFORMANCE CARS.—See our advertisement under "Sports Cars." [2165

ACLAND & TABOR, Ltd., Welwyn 461, offer with three months' guarantee:—

1937 4.3 Alvis sports saloon, one owner, stored several years, very fast; £675. [5144

ALVIS 1951 Speed 20 saloon; £275.—Goodfellow, 144, Lower Green Rd., Esher. Tel. 4952. [2898

12-60 Alvis Beetleback, 1951, excellent condition; £200.—31, Cloisters Ave., Bickley, Kent. [2862

189 gns.—1954/5 Alvis 20hp saloon, excellent condition.—Autoships, 5, Balham High Rd., Balham 1509. [2979

ALVIS 14 d./h. coupe, grey, first registered 1950, £1,195, or nearest offer.—Frazer, Glenlea Hotel, Hindhead, Surrey. [2812

1936 Alvis 16.95 Silver Eagle sports saloon, overhauled by Alvis specialists at a cost of £300; terrific performance, guaranteed, £475.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [2520

ALTON GARAGE. The Alvis People offer: £625 1949 3-litre owner-driver sports saloon, superb carriage, £525, 1936/7 Speed 20 sports V.D.P. tourer maroon; £495 1955 Speed 20 sports saloon, many extras, immaculate condition; £350 1953 Speed 20 super sports tourer, an outstanding example; £295, 1953 Speed 20 sports saloon, modified brakes, immaculate coachwork; £275, 1954 20hp sports saloon, I.F.S., pre-charge gear box; £275 Special Speed 20 foursome coupe specially fitted Lockheed brakes, coachwork by Bertelli; £265, 1952 16/95 sports saloon, coachbuilt, one owner from new, beautiful condition; now available are two 12hp Firefly sports saloons at £285 and £295, both in sound condition.

OUR prices on the above cars will remain unaltered despite the obvious increase in value caused by the double purchase tax which is now imposed on new cars; we offer every facility for the purchase of pre-war Alvis cars, and are delighted to hear of made's for sale; immediate attention is given to every enquiry.

ALTON GARAGE, 17-19, Brook Mews North, Craven Rd., W.2. Paddington 2952. [7917

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

GORDON CARS (LONDON), Ltd. 1950 Alvis 14hp saloon, 4,000 miles, maroon.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [2777

1945 gns.—Alvis Speed 25, 1936 model, Charlesworth 4-door sports saloon, black, sliding head, maroon leather, wheel discs, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2942

SCARCE model, 1937 Alvis Speed 25 drophead 4-seater sports coupe with rear boot, luxuriously equipped, finished maroon and chromium, beautifully maintained, delightful performance, most attractive bodylines, thoroughly recommended and offered with written guarantee, terms, exchange.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2891

Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914

S. F. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 370. [0697

1948-9 Alvis; please give particulars and price.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0494

CHARLES FOLLETT, Ltd., buy good late model cars.—10, Berkeley St., W.1. May. 6266. Service, Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [0590

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams. Alvisgar Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry.

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 10, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [0591

KINGSTON-ON-THAMES.—Sales, Service and Spares.—G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. [0878

ALVIS repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0653

American Cars Wanted

REQUIRED immediately, post-war right-hand drive American car.—Box 1041. [3500

ARMSTRONG SIDDELEY

P. & J.

PASS & JOYCE, Ltd., offer:—

1949 Armstrong Siddeley 14hp Lancaster saloon, black, one owner, as new.—194, Gt. Portland St., W.1. Museum 1001. [7361

WARWICK WRIGHT, Ltd., offer:—

1949 Armstrong Siddeley 16hp Typhoon saloon, black, brown leather, 2,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1451

WANSTEAD MOTORS, Ltd., offer:—

1947 Armstrong Typhoon, 15,000 miles, beige, maroon upholstery, radio and heater, one owner, spotless condition; £975.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [2654

MEBES & MEBES, Ltd. (Est. 1903), offer:—

1938 Armstrong Siddeley 17hp seven-passenger limousine, division, black, coachwork and interior unmarked, mechanical condition and tyres excellent, moderate mileage since new; £450.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [2705

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Armstrong Siddeley Lancaster saloon, 18,000 miles, black/brown leather, excellent condition, £1,195.

1946 Armstrong Siddeley Lancaster, dark blue, exceptional condition; £985.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [2847

ACLAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee:—

1948 Hurricane coupe Speedo 22,000 miles, blue, new hood, as new; £1,050. [3150

GORDON CARS (LONDON), Ltd.—1949 Armstrong Lancaster saloon, blue, pre-selector, 5,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1949 Armstrong Lancaster saloon, grey, manual gear box, 11,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Armstrong Lancaster saloon, black, moderate mileage.—Below.

GORDON CARS (LONDON), Ltd.—1948 Armstrong Typhoon saloon, black, exceptional order.—Below.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/fawn cloth.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [2790

1938 Armstrong Siddeley 14hp saloon, in excellent condition. 399gns.; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [8645

1934 Armstrong Siddeley 12/6, complete range of good used spare parts.—Horberry, Pearl Works, East Kirkby, Notts. Tel. 3114. [5127

1949 Armstrong Siddeley Typhoon sports saloon, folk, mileage 7,000, finished blue, immaculate order throughout; view by appointment.—Below.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [2639

1935 20hp Armstrong Siddeley 7-passenger limousine, 27,000, an exceptional car; £350.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [2996

GOLDERS Green: H. A. Saunders, Ltd.—1947 Armstrong Siddeley Typhoon, beige, red hide, heater, radio.—144, Golders Green Rd. Spe. 3011. Open 9 a.m.-9 p.m. [2598

ARMSTRONG SIDDELEY

1948 Armstrong Hurricane coupe, black with red leather inter.or, fitted hose covers, radio, heater, taxed year, all tyres as new, general condition 100%; £875.

ARCHWAY GARAGE, 130a, Walmer Rd., W.10. Park 1271. [2989

1949 model Armstrong Siddeley Lancaster 4-door saloon, black, brown leather, small mileage, heater.—ripp.o, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2482-3-4. [3034

1938 17hp Armstrong Siddeley 7-passenger limousine, 47,000 miles, excellent condition throughout; £580.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [2997

1949 Armstrong Siddeley d.h. coupe, 17,000 miles, being sold on behalf of private owner.—Apply Manager, Automobile Division, R. K. Dundas, Ltd., 29, Bury St., S.W.1. Whi. 2848, 2090. [2720

1939 Armstrong Siddeley 16hp de luxe sun saloon, finished attractive green with leather upholstery to match, the whole car in really immaculate condition throughout; trade enquiries welcomed.

MOTOR RISTS (LONDON), Ltd., Great North Rd., N.2. Finchley Station, N.2. Tudor 2301-2. [9522

£395.—1937 Armstrong 25hp 7-passenger limousine, exceptionally good runner, unworn tyres, clean condition, taxed; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

1948 Armstrong Siddeley Lancaster saloon, exceptional condition, one owner, fitted heater, spotlights, etc., remarkable bargain; £1,195.—A.S. Motors, Palmerston Rd., N.W.6. Mal. 4723. [3163

£1125.—Armstrong Siddeley 16hp Typhoon saloon (Jan., 1948), in black with fawn interior, late property of wealthy Coventry business executive, actually maintained and serviced at works and in mechanical condition almost impossible to fault. See to-day.

£245.—Of special interest to hire operator, Armstrong Siddeley 17hp 7-passenger limousine, 1935 model, but definitely in much above average condition for the year, sound block finish and dry-sump, must appeal if only on account of the exceptionally low running cost.

CAMDEN MOTORS, Lake St., Leighton Buzzard, C. Beds. Tel. 2061 (5 lines). Nearly 400 cars ready for inspection and immediate purchase; write for post-free catalogue; hire purchase, part exchanges; free delivery; showrooms open from 9 a.m. to 8 p.m. Mondays to Saturdays. [3106

225 gns.—Armstrong Siddeley 1956 14hp de luxe 4-door saloon, dark blue and black, sliding head, blue leather, preselector, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2943

A & S Limousines 1956/25hp, partition, widest occasionals, black, very exceptional, certified mechanically. Seen.

LPE & SAUNDERS (100 Limousines: Lists posted), Providence Court, Grosvenor Square, Mayfair-2941. [2676

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham 6041. [0916

ANY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 22 Conduit Mews, W.2. Amb. 6049. [5545

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0185

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-3, Peter St., Manchester. Tel. Blackfriars 7945. [0601

ARMSTRONG SIDDELEY Hurricane coupe in good condition, urgently wanted.—J. B. Inwards, Ltd., High Street, Ruislip. Ruislip 3035-4-5. [0900

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—194, Gt. Portland St., W.1. Museum 1001. [0392

Armstrong Siddeley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

ARCOT MOTORS, preselector gear boxes exchange and repairs.

ARMSTRONG SIDDELEY Owners.—Complete overhauls, service and repairs by our highly-skilled and specialist mechanics in our modern well-equipped workshops.

ARCOT MOTORS, Ltd., 169, Fulham Rd., S.W.3. Write call or 'phone Kensington 7301. [0644

PRE-SELECTOR gearboxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2931. [0779

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors Works, Hawley Crescent, Camden Town. Tel. Gul. 4141

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares, reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216 [0602

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [1999

ASTON MARTIN

BROOKLANDS for individuality.

ASTON MARTIN distributors, details of new 2.6-litre, demonstration car available.

103 New Bond St., London, W.1. Mayfair 3551-6. [3071

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Aston Martin 2-litre drop head coupe, in new condition; £2,950.—Portsmouth Rd. Thames Ditton. Emberbrook 5551-2-3. [2846

SIMMONS of Croydon for Astons of all types.—See our advertisement under Sports Cars. [6867

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 2003/5

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

Aston Martin Cars Wanted

CASH immediately for good Aston Martin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2878

SIMMONS OF CROYDON are currently seeking a number of Astons for immediate purchase, our representative will attend anywhere in Great Britain by appointment.—101a, Tamworth Rd., West Croydon. Tel. Croydon 1537. [2835

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0196

AUSTIN SEVEN

COACHCRAFT offer:—

AUGUST 1939 Austin Big 7 de luxe saloon, excellent mechanical condition, bodywork above average and free from rust, thoroughly reliable vehicle; £275; A.A. or R.A.C. inspection if desired; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [2751

NO Budget increase here.—1953 Austin Big 7 4-door de luxe saloon, good condition; £295.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5270

265 gns.—Austin 7 1937 ruby de luxe saloon, black, sliding head, maroon leather, excellent condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2941

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0434

AUSTIN EIGHT

J. CORYTON, Ltd.

USUALLY have an 8hp Austin for sale; for details 'phone.

139.—149, Fulham Rd., S.W.3. Ken. 1410. [8244

1947 Austin 8 4-door saloon, taxed; £645.—Write BUMENZA, London, W.C.1. [2934

£595.—1947 series Austin 8 4-door de luxe saloon, only one owner since new has maintained this vehicle perfectly.—Below.

£495.—Identical Austin 8 to above, 4-door de luxe saloon, first registered July, 1945, beautiful condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley showrooms: 421, High Rd., Finchley, N.12. Fin. 6221. [3284

1939 Austin 8 saloon de luxe, light blue with brown leather interior, fitted with reconditioned engine (so) the car looks like a 1940; £425.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [3227

GOLDERS Green; H. A. Saunders, Ltd.—1947 Austin 8 8/8 saloon, black/brown.—194, Golders Green Rd. Spe. 6011. Open 9 a.m.-9 p.m. [2596

1947 Austin 8 4-door saloon, very nice order; £625.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mal. 1627. [7261

1946 (registered) Austin 8 4-seater tourer, black cellulose, blue leather upholstery, good hood and sidescreens; £345 cash or £80 deposit.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden Gladstone 6605-6. [9150

Austin Eight Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

I NEED post-war Austin 8 immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 1288 (day). [0725

CASH buyers of low mileage Austin 8s, distance no object.—Hattons, Lord St., Southport. Tel. 2266. [0784

RAYMOND WAY, the hire-purchase specialists are still buying Austin 8s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0835

AUSTIN TEN

CAR MART, Ltd.

LONDON distributors.

1945 Austin 10hp saloon, radio, 6 months' guarantee; £685.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [2952

COACHCRAFT offer:—

£450.—1940 model Austin 10 saloon de luxe, one owner since new, above average condition throughout, four new tyres; A.A. or R.A.C. inspection, terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [2752

DICKS CAR SALES offer:—

1947 Austin 10 saloon, low mileage, fitted radio; £595.

1936 (Nov.) Austin 10 tourer, well above average, carefully used; £295.

DICKS CAR SALES Ltd., 565-601, High Rd., Kilburn. Maida Vale 6888-9. [2029

1938 Austin 10, good condition; £375.—Below.

1946 (October) Austin 10, very good condition; £675.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mal. 1627. [7014

1946 Austin 10 saloon, black, brown interior, very good condition throughout; £675.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2434. [2104

1947 Austin 10, black, one owner, 23,000 miles, excellent condition; £735.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [7640

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TEN

AUSTIN 10hp cabriolet, 1938, blue and black, good condition throughout.—

LAWSON PIGOTT MOTORS, Ltd. (Vauxhall dealers), 520, King St., Hammersmith, W.6 (Tel. Riverside 4111), and 186, East Barnet Rd., New Barnet (Barnet 6044 and 2355). [1747

1938 Austin 10 saloon, black, sun, excellent condition, £395.

1939 model (Oct, 1938) Austin 10 saloon, blue, sun, 3 owners, £455.

1939 (April) Austin 10 saloon, black, sun, re-sprayed, new carpets, excellent tyres and condition: £465.

RUXLEY Parade Garage, Ewell, Surrey. Ewell 5000. [3402

1937 Austin 10 cabriolet; £335.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 2254. [2178

AUSTIN 10 cabriolet, 1935, excellent condition, very little carefully used; best offer over £240.—Tel. Ilford 4065.

AUSTIN 10 saloon de luxe, engine overhauled March, 1951, bodywork original, interior beautifully clean; £450.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5575. [3230

1947 Austin 10 saloon, perfect condition; £685.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [1567

1938 Austin 10 de luxe saloon, blue, blue hide upholstery, an exceptional motor car in every respect, taxed, £595.

TIMMIS MOTORS, Colinette Rd., Putney, S.W.15. Putney 3595-4. [2568

1945 Austin 10 saloon, one owner, excellent order, 6 months' warranty, 28,000 miles; £585.—Haskins, Ladbroke 1155. [3059

£450—Austin 10 1940 4-dr. sln., excellent appearance, and mechanical order, leather interior, choice 3; many others.

B. EMMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 6055-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [2465

1937 Austin 10 saloon, black, excellent condition throughout, £350.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [3263

1942 Austin 10, not ex-W.D., black, brown leather, in exceptional condition; £550.—G. S. Hall, 302, King St., W.6. Riverside 2881. [2685

1946 (Sept.) Austin 10 saloon, one owner, guaranteed; £640; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [2918

1939 Austin 10 drop head foursome coupe, guaranteed; £420; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [2914

£625—1946 10hp Austin sunshine saloon, excellent condition.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 4020. [3091

1947 Austin 10 de luxe saloon, one owner, taxed, exceptional condition, £695.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [3225

1935 Austin 10 saloon de luxe, in exceptionally good condition throughout; £255.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 5408. [3287

1938 Austin 10 saloon, black, brown upholstery, exceptionally nice condition; £425.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2512. [2899

1945 (April) Austin 10 de luxe saloon, not ex-Army, reconditioned engine, 100% condition throughout, looks and runs like new, £617/10.—348, Kings St., Hammersmith. Riverside 2657-8. [2329

265 ens.—Austin 10 1937 Cambridge de luxe 4-door saloon, black, brown leather; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2945

WALTER SCOTT, Ltd., 1937 Austin 10 de luxe saloon, black, brown hide, carefully used, excellent condition, £365; exchanges, terms.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [3025

£678—1946 series Austin 10 de luxe saloon, but in really immaculate condition, bodywork spotless, interior like new, perfectly maintained and 100% condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN.—Finchley showrooms; 421, High Rd., Finchley, N.12. Fin. 6221. [3281

£195 or by instalments (£65 deposit).—Austin 10hp drop head coupe, 1942 free 12-month third-party insurance, 3 months' written guarantee; £195.—Stuart Wilton 353, Finchley Rd., London, N.W.3. Hampstead 5712 and 6532. [2895

Austin Ten Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—397, Euston Rd., N.W.1. Euston 1212. [0953

I REQUIRE post-war Austin 10 urgently.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day).

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

CASH buyers of low mileage Austin 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0785

URGENTLY required, a number of Austin 10hp saloons, 1946-7-8, must be really first class order and under 20,000 miles.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middlesex. Waxlow 1071-5. [2656

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Cantersbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0836

AUSTIN A40

WADDINGTON MOTORS, Ltd., offer:—

1949 (April) Austin A.40 Devon saloon, perfect condition throughout; £985.—Fortune Green Rd., N.W.6. Ham. 2221. [3651

C. A. PETO, Ltd.—1940 Austin A40 sal., grey; £990. 42, North Audley St., W.1. Mayfair 5051. [3742

AUSTIN A40

1948 (November) Devon saloon, radio & heater, 1 careful user.—Campbell Symonds, Wembley 6262. [3503

GOLDERS Green.—H. A. Saunders, Ltd.—1950 Austin A40 s/roof saloon, grey blue, heater, 2,000 miles.—Be.ow.

HA. SAUNDERS, Ltd.—1949 Austin A40 s/roof saloon, blue blue, heater, radio, 10,000 miles.—Be.ow.

HA. SAUNDERS, Ltd.—1949 Austin A40 Countryman, Green.—164, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [2599

1949 Austin A40 Devon sliding roof saloon, 5,000 miles only, fitted radio and heater; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [2112

AVAILABLE to the trade, low mileage Austin A40.—Gerry Browne Motors, 24, Leinster Mews, London, W.2. Paddington 3232. [0916

1950 (March) Austin A40 saloon, heater and sun roof, 6,000 miles, immaculate condition; others available; £1,125, H.P. terms.

ARSENAL GARAGE, Ltd., rear of 20/24, Grosvenor Place, Victoria, S.W.1. Sloane 5844 [0916

1949 (April) Austin A40 Devon 4-door saloon, finished buff, £1,025.—Bell's Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [2906

1949 Austin A40 saloon, grey, with beige upholstery, low mileage, sun roof, interior heater, radio, draft-proof sidescreens, automatic windscreen washer; taxed Dec.; as new, £950.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [2685

1949 Austin A40 Devon 4-door saloon, heater, suede green, fawn upholstery, immaculate and outstanding example, written guarantee, terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2892

NAYLOR & ROOT, Ltd.—1949 Austin A40 Devon saloon, mist green, beige upholstery, very low mileage, unblemished throughout; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5372. Open 9-8 each week-day including Saturday. [2919

Austin A40 Cars Wanted

THE CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 397, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212

I NEED Austin A40 immediately.—50, Ryecroft Rd., S.W.16. Tulse Hill 2760 (day). [0725

A40 car wanted.—MAC, 12, Brambledown Rd., Wallington, Surrey 6597. [2587

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham 6041

CASH buyers of low mileage Austin A40s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0786

AUSTIN A40 cars wanted.—Motourists (London) Ltd. are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0704

AUSTIN TWELVE

CARR BROS., offer:—

1946 Austin 12hp, reconditioned engine, mechanically perfect throughout, black cellulose immaculate, interior upholstered in best quality brown leather, a reliable, economical and roomy family car; £750.

CARR BROS. GARAGES, Ltd., Purley. Uplands 4811/2/3. [2750

BROWN'S for Austin.

1939 Austin 12 saloon de luxe, immaculate condition, £475.—Brown's Garage, Loughton (Essex) 4119 (Tube). [9161

1940 Austin 12, in showroom condition, engine retoured; £595.

MAKIN & HARRISON (MOTORS), Ltd., 493-6, High Rd., Chiswick. Chiswick 0558-2619. [3085

1939 Austin 12/4 saloon, taxed, insured, engine reseleeved, excellent condition; £410.—Balham 6178. [3129

1947 Austin 12 black saloon, good condition; £800.—John Gray, 30, Hermitage Lane, N.W.2. Speedwell 1242. [2994

1937 Austin 12 saloon, registered 1949, £10 tax; £260; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [2917

GOLDERS Green; H. A. Saunders, Ltd.—1937 Austin 12/4 saloon, black/green.—144 Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [2595

1938 Austin 12hp saloon, sunshine roof, black, very good condition; £365.—Wareing, Railway Tavern, Hamworthy, Dorset. Tel. Poole 1545. [5121

295 or by instalments (£53 deposit).—Austin heavy 12/4 saloon, 1930, 3 months' written guarantee; £95.—Stuart Wilton, 353, Finchley Rd., London, N.W.3. Hampstead 5712 and 6532. [2896

AUSTIN 12, blue saloon, 1935, recent major overhaul, paint, upholstery and tyres good; in excellent running order; £300.—Address, "Woodstock," St. Paul's Wood Hill, Orpington, Kent. [2447

Austin Twelve Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—397, Euston Rd., N.W.1. Euston 1212. [0954

Austin Twelve Cars Wanted

CASH buyers of low-mileage Austin 12s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

AUSTIN 12 wanted, must be in good condition.—G. S. Hall, 152, Hinton Ave., Hounslow. Hounslow 7577. [2685

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921

1937—6-9 Austin 12 saloons and limousines wanted.—MOTOURISTS (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0094

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s and have unlimited cash available.—Cantersbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0835

AUSTIN SIXTEEN

CAR MART, Ltd.

LONDON distributors.

1949 Austin 16 saloon, radio, heater, 14,000 miles; £1,250.

1948 Austin 16 saloon, radio, heater, 10,000 miles; £1,240.—Car Mart Ltd., 297, Euston Rd., N.W.1. Euston 1212. [2854

ALLAN TAYLOR (MOTORS), Ltd., offer:—

1948 (Sept.) Austin 16hp saloon, black with leather upholstery; £975.

HIGH St., Wandsworth, S.W.18. Vanduke 4435 (5 lines). [5196

AUSTIN 16 saloon, 1937, black, excellent condition; £385.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [3046

GOLDERS Green; H. A. Saunders, Ltd.—1947 Austin 16 S/R saloon, black, 17,000 miles.—Below.

HA. SAUNDERS, Ltd.—1948 Austin 16 saloon, green, one owner.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m.

1948 Austin 16 saloon, black, brown leather upholstery, 17,000 miles, in excellent condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951); and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [1849

1948 Austin 16 saloon, one owner.—Autowork Ltd., Winchester. Tel., Winchester 4354-5460. [2617

1949 Austin 16, under 8,000 miles, exceptional condition.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7788. [2651

1939 Austin 16 saloon de luxe, black, blue leather upholstery, in excellent condition throughout; £495.—M.B. Motors, 396, New Cross Rd., London, S.E.4. Tideway 3779 [9874

£445—Austin 16 de luxe saloon, black with brown leather, a 1939 one-owner car carefully maintained, in first-class condition.—Grove Motors, North Rd., Southall 5477. [2836

1949 (Feb.) Austin 16hp run saloon, heater, radio, home covers, 10,000 miles only, taxed year, almost as new; £1,175.—Avery & Bernard, Ltd., 372, Kings Rd., Chelsea. Fla 7545. [3203

AUSTIN 16, 1949, olive green saloon with radio and heater, chauffeur maintained since new, excellent condition, reasonable mileage; nearest £1,000.—Taylor, Brooklands, Bexley, Redditch 16. [2435

1948 (Oct.) Austin 16 de luxe saloon, in black, brown upholstery, exceptionally clean, sunshine roof; £960.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [2028

NO Budget increase here.—Austin 16 Hertford saloon, American wheels, loose covers, good chassis, etc., £250; also earlier model at £125.—Boys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [3271

1948 (Nov.) Austin 16hp saloon, green with brown leather, radio and heater, perfect, £975.—Gibsons Sports Cars (Christchurch), Ltd., Lymdhurst Rd., Christchurch, Hants. Tel. 1681. [1930

£395 or by instalments (£152 deposit).—1939 Austin 16hp 4-door ratriolet, 3 months' written guarantee; £395.—Stuart Wilton, 353, Finchley Rd., London, N.W.3. Hampstead 5712 and 6532. [2897

265 ens.—Austin 16 1935 Chislehurst 7-seater limousine, black, brown leather, sliding division, face-forward occasionals, very good condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2946

Austin Sixteen Cars Wanted

THE CAR MART Ltd

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 397, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

[0955

AUSTIN 16 wanted, low mileage.—Moore, 48, Parkview Court, S.W.6. [9668

CASH buyers of low-mileage Austin 16s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

AUSTIN 16 wanted, must be in good condition.—G. S. Hall, 152, Hinton Ave., Hounslow. Hounslow 7577. [2685

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922

AUSTIN 16hp post-war saloon, in good condition, urgently wanted.—J. R. Inwards, Ltd., High St., Ruislip. Ruislip 5055-4-5 [0858

AUSTIN 16 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2 [0703

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A90

CAR MART, Ltd.
LONDON distributors.

1949 Austin A70 Hampshire saloon, 15,000 miles; £1,350.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [2846

ACE SERVICE STATION (LONDON), Ltd., offer:—

A70 1949 saloon, grey, grey leather, 6,000 miles; £1,195.

NORTH CIRCULAR Rd., Stonebridge Park, N.W.10. Ease 5585 (5 lines). [3214

1949 Austin A70 4-door saloon de luxe, sun roof, heater and radio, black/brown; £1,295.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus 2874-5. [3962

1950 Austin A90 convertible coupe, blue, radio and heater, power-operated hood, 7,000 miles; £1,495.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley. (100 yds. north of Tally Ho! Corner.) Hillside 0024. [2473

GORDON CARS (LONDON), Ltd.—1950 Austin A90 convertible coupe, red, power hood, 9,000 miles.—Beton.

GORDON CARS (LONDON), Ltd.—1950 Austin A70 saloon, brown, 2,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [2785

1949 Austin A70 d.l. saloon, black with brown leather upholstery, radio, heater, 9,000 miles; £1,275.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley. (100 yds. north of Tally Ho! Corner.) Hillside 0024. [2474

1950 Austin A70, 5,000 miles, black, immaculate; £1,450.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [1738

1950 (Jan.) Austin A70 saloon, black, 8,000 miles.—Ernest Sutton, Cleeve Hill, 95 (Cheltenham). (Trade enquiries only, please.) [2925

1950 (April) Austin A70, heater, radio, 10,000 miles; £1,450.—Barnes Garage, 515, Finchley Rd., Hampstead, N.W.3. Ham. 2221, Mai. 1627. [1454

GOLDERS GREEN.—H. A. Saunders, Ltd. 1949 (Dec.) Austin A70 saloon, brown, fitted heater, 7,000 miles.—144, Goldera Green Rd. Spe. 0011. Open 9a.m.-9 p.m. [2598

GOLDERS GREEN.—H. A. Saunders, Ltd. 1950 Austin A90 Atlantic, green, power hood, radio, heater.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [2597

1950 Austin A.90 convertible coupe, cherry red with beige leather, power-operated hood, radio and heater, 6,000 miles, maintained and serviced at Austin Works; £1,495.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [2556

1950 (March) Austin A90 convertible coupe, electric hood, low mileage, finished blue; £1,475.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [2907

1949 (Nov.) Austin A70 saloons, two, low mileage, leather throughout, one black, one green; £1,265 each.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [2035

1950 (March) Austin A70 de luxe sun roof saloon, mileage 8,000, colour dark green, beige leather, fitted heater, condition new throughout; £1,350.—Turner, 99, 115, Clarence Rd., Clapton, E.5. Amherst 2000. [3252

Austin A70 and A90 Cars Wanted

ALMOST new Austin A70 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 3488. [0441

WANTED, Austin A.90 Atlantic coupe.—Renton, 583, Broadway, Chadderton, near Oldham. Tel. Failsworth 1438. [2795

AUSTIN EIGHTEEN

1939 Austin Ivor 16 passenger limousine.—Autowork, Ltd., Winchester. Tel. Winchester 4834-5406. [2615

1938 Austin 18 with division, fitted with tip-up seats, leather throughout, clean, mechanically and coachwork fair; £475.—Colson's Car Sales, Ltd., 298-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7633, 3466. [3172

A&S Offer exceptional range of good condition Limousines, inspection invited.

SEVEN seater 1937 38/1939 Saloons also partitioned Limousines, extensive selection, leather, black, certified mechanically. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted), Providence Court, Grosvenor Square. Mayfair-2941. [2665

Austin Eighteen Cars Wanted

CAR MART, Ltd.

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

7-Passenger 1937/38/39 required, also Norfolk Saloons, good order essential, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941.

AUSTIN TWENTY

AUSTIN 7-seater with division, very good condition, suit country hire trade; £165.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234.

A&S Limousines 1936/37/1938 Mayfairs, partition, widest occasionals, leather, black, exceptional, delightful condition carriages. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted), Providence Court, Grosvenor Square. Mayfair-2941. [2666

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925

7-Seater Limousines 1937/38/39—also 28hp—details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [0268

AUSTIN TWENTY-FOUR

1938/9 Austin 7-seater 24hp limousine, stored, one owner, private.—Write BCM/NZA, London, W.C.1. [2937

AUSTIN TWENTY-EIGHT

CASS'S MOTOR MART.—1939 Austin 28 limousine, black engine just reconditioned, one owner; £895; written guarantee.—5, Warren St., W.1. Euston 3523.

AUSTIN A125 and A135

CAR MART, Ltd.
LONDON distributors

1949 (50) Austin A125 Sheerline saloon, 6,000 miles; £2,225.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [2848

BROOKLANDS for Individuality.

1949 Austin Sheerline saloon, black, radio, speedometer reading 12,000.

103 New Bond St., London, W.1. Mayfair 8351/6. [3072

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 (Sept.) Austin Princess saloon, low mileage, as new.—Portsmouth Rd., Thames Ditton, Emscerbrook 5551-2-3. [3178

1950 Austin Sheerline saloon, black with beige leather interior, 15,000 miles; £1,945.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley. (100 yds. north of Tally Ho! Corner.) Hillside 0024. [2472

1950 Austin Princess, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568. [2771

1950 (March) Austin Sheerline, finished in black with beige hide upholstery, 14,000 miles; £1,395, terms, exchanges.

MASON BROTHERS (MOTOR SHOWROOMS), 151-155, Fitzwilliam St. (off The Moor), Sheffield. 1. Tel. 24827. [2902

1950 Austin Sheerline (Oct. '49), silver coachwork, grey hide upholstery, low mileage, specimen car; exchanges and terms.

SWANMORE CAR SALES, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [2573

1950 Austin Sheerline, black, 9,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568. [2770

1949 Austin A125 Sheerline saloon, black, small mileage.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [2757

1949 Austin Sheerline, black, radio, 5,000 miles; £1,950.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [1774

GORDON CARS (LONDON), Ltd.—1949 Austin Sheerline saloon, black, exceptional condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [2788

1950 Austin Sheerline, black, 13,000 miles; £1,895.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). [2562

1950 Austin Princess (Nov. '49), 8,000 miles, special finish dark port wine, special Dunlopillo upholstery, unquestionably the loveliest Princess obtainable; exchanges and terms.

SWANMORE CAR SALES, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [2572

Austin A125 and A135 Cars Wanted

CAR MART, Ltd.

THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0552

AUSTIN Sheerline wanted, must be in good condition.—G. S. Hall, 152, Hinton Ave., Hounslow. Hounslow 7577. [2690

AUSTIN Sheerline limousines, low mileage, cash prices paid.—Taylor, 37, Elvaston Place, S.W.7. Western 0489. [3222

AUSTIN MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 300 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0374

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

C. G. NORMAN & Co.

AUTHORIZED Austin retailers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

AUSTINS wanted.—Smith's, 88, Chalk Farm Rd., N.W.1. Gul. 3767. [0622

DOBSONS, Ltd., Staines, Middlesex. Tel. 901, are cash buyers of good Austin cars of all types. [1753

CASH immediately for good Austin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2879

ALL models Austin urgently required.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [3839

RAWLINGS BROS., Ltd., 87a, Cromwell Rd., S.W.7. Frobisher 8161, are buyers all types post-war Austins. [0416

BRITISH & COLONIAL MOTORS, Ltd., require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 3568. [2764

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 235. [0541

WANTED, Austin 1949-50 A40 or A70, covenant free, low mileage, no dealer.—J. Chapman, 6, Green Park Cambridge. [3016

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0612

APPROACH us first before disposing of your Austin car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-3. [2981

1938 39 Austin 10 or 12 required; must be clean and genuine, mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. [0313

COWLEY MOTORS require a number of Austin cars; post-war preferably.—Cowley Motors, 475, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1366. [1782

Austin Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0334

C. G. NORMAN & Co.

AUTHORISED Austin retailers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

THE CAR MART, Ltd.,
LONDON distributors, spare parts for all models, cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5. (Ealing 6717.) [0160

FOR Austin mudguards, running boards, 1931-39.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0582

NEW gears, suitable 7-10hp, etc.; reconditioned exchange gear boxes, repairs; trade discount.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 2647. [0198

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first. 45-47, Newington Causeway, S.E.1. Hop 2852, 2890.

BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0205

AUSTIN spares and vehicle parts, new and replacement units from the largest stock in South London, free delivery in many areas.—Wimoledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairgrys, Austin seven specialists, Jesse St., Sheffield, 2. Tel. 22876.

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—97, Acre Lane, S.W.2. Brixton 3155. [0184

BENTLEY (3½ & 4¼-litre)

CAR MART, Ltd.

1949 Bentley Mark VI steel saloon, 17,000 miles; £5,425.

1948 Bentley Mark VI steel saloon, 10,000 miles; £5,555.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [2849

H. R. OWEN, LIMITED,
17, Berkeley Street,
GREAT Britain's Leading Specialists in Rolls-Royce and Bentley cars.
PROUD members of the Swain Group.
A NATIONAL Motoring Organization.

1935 Bentley 3½-litre 4-door saloon S.R. by H. J. Mulliner, colour metallic grey with red leather upholstery, radio, close covers, one spotlamp and twin horns, bumpers to front and rear. Ref. H.6164.

1937 Bentley 4¼-litre drop head coupe by Vanden Plas, piping upholstery, gradient motor, 1 Ferodo Bramin efficiency indicator, twin horns, 3 spotlights, spare wheel, cover to O/S wing, bumper to front with O'riders, quarter bumpers to rear. Ref. H.6575.

1940 Bentley 4¼-litre Mark V sports saloon S.R. by Park Ward, colour silver grey with blue blue upholstery, many extras. Ref. H.6426.

1948 Bentley 4¼-litre Mark VI Standard steel sports saloon S.R. by Bentley, colour silver grey with grey hide upholstery, H.M.V. radio, roof aerial, heater, compacts, loose cover to driver's seat, one spotlamp. Ref. H.6567.

ALL cars carry our unique 6 months' guarantee, unless otherwise stated at time of purchase; please write or 'phone for details to:—
H. R. OWEN, LIMITED,
17, Berkeley Street,
LONDON, W.1.
TEL. Mayfair 9060.
FOX. [2552

OFFICIALLY appointed Rolls-Royce and Bentley retailers, special retailers of H. J. Mulliner coachwork, offer the following from their large, specially selected post-war stock, for immediate delivery.

1949 metallic grey, blue leather.

1949 metallic grey, maroon leather.

1948 black, brown leather.

1948 grey, blue leather.

1948 grey maroon leather.

1947 undergoing extensive chassis overhaul, colour to choice, available May.

H. A. FOX & Co., Ltd., 5-8, Burlington Gardens, Old Bond St., London, W.1. Tel. No. Regent 7687. [2560

PADDON BROS., Ltd.

1935 3½-litre Thrupp & Maberly sports saloon.

1934 3½-litre drop head foursome.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. Ken. 9477-8. [7931

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½ & 4¼-litre)

JACK BARCLAY, LIMITED.

LARGEST Official Retailers of Rolls-Royce and Bentley.—Stock list of used models on request to 12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [2007

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

NORTHERN Bentley Specialists.

1948 Mark VI standard saloon, mistletoe green with beige leather.

1948 Mark VI standard saloon, black with blue leather upholstery.

1937 4¼-litre 4-door sports saloon by Thrupp & Maberly, black with blue leather upholstery.

1934 3½-litre 4-door sports saloon by Park Ward, black with brown leather.

FOR further particulars contact the largest Bentley distributors.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines); also at Bradford, Leeds and Sheffield. [0906

FRANK DALE offers:—

1936 Bentley 4¼-litre Park Ward 4-door sports saloon, in outstanding condition; £1,550.

1934 Bentley 3½-litre Vanden Plas foursome drop head coupe, excellent order throughout; £1,250.—68, Princes Gate Mews, Exhibition Rd., S.W.7. Kensington 6860. [2680

R. C. MORTLAKE offers:—

1934 3½-litre Bentley foursome drop head coupe by Park Ward, most carefully kept and in exceptionally fine mechanical condition.

1935 3½-litre Bentley sports saloon, Thrupp and Maberly, known mileage.

1937 4¼-litre Bentley foursome drop head coupe by Park Ward, immaculate in every way, known mileage.

1937 4¼-litre razor-edged sports saloon, Freestone and Webb, known mileage.—R. C. Mortlake, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30, Arnold 5606. [2668

TOM GARNER, Ltd., offer:—

1949 (Sept.) Bentley 4¼-litre Mark VI standard steel saloon, black with beige leather, 15,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [2516

RUSSELL MOTORS offer:—

1948 Mark VI Bentley standard steel saloon, 21,000 miles, heater and radio, 1949 modifications.

1937 model 4¼ Bentley 4-door saloon by Park Ward, 65,000 miles only.

THE above cars subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [9774

BROOKLANDS for individuality.

1948 Bentley Mark VI standard saloon, black, speedometer reading 14,000.

103 New Bond St., London, W.1 Mayfair 6351/6. [3073

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Bentley cars.

1948 (Feb.) Mark VI Bentley Standard saloon, one owner, mileage under 16,000.

1934 Bentley 3½-litre 4-door saloon, James Young.

1948 (Nov.) Mark VI Bentley Standard steel saloon, passed by Bentley's, 36,000 miles, black, beige upholstery, in beautiful condition throughout.

1939 (May) 4¼-litre Bentley razor-edge saloon by Freestone & Webb, black, beige upholstery, 75,000 miles, a particularly fine car, in exceptional condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [2645

JACK OLDING, of Mayfair, offer:—

1948 Mk. VI Bentley 2-door saloon, by Young, blue, 25,000 miles.

1948 Mk. VI Bentley, fitted with Freestone & Webb saloon, black/brown leather, 34,000 miles.

1938 4¼-litre Bentley, H. J. Mulliner, overdrive/foursome drop head coupe, blue.

1936 4¼-litre Bentley, H. J. Mulliner, saloon, black/brown leather.

DELIVERY of new and used cars quoted on application.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [3060

SWANMORE CAR SALES, Bournemouth.

1939 Bentley 4¼ overdrive full razor-edge saloon, powder blue, unquestionably the loveliest pre-war Bentley obtainable.

1936 Bentley 3½ very modern streamlined saloon by Thrupp & Maberly, recently checked by Bentleys.

1936 Bentley 4¼ James Young close-coupled sports saloon, very modern lines, excellent history.

EXCHANGES and terms.—Swanmore Car Sales, 1179-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [2976

H. M. BENTLEY & PARTNERS, Ltd.

1937 Bentley 4¼-litre drop head foursome coupe by Vanden Plas, 68,000 miles only.—Backville House, 40, Piccadilly, W.1. Sloane 5094. [7646

LARGE stock of 3½-4¼ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 8080 (10 lines). [0096

BENTLEY (3½ & 4¼-litre)

ALAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee:

1937 Bentley 4¼, 2-door fixed coupe by Thrupp and Maberly, one owner, Bentley overhaul, grey and black with blue hide, immaculate throughout, £1,650.

1935 Bentley 3½, 4-door saloon by Thrupp and Maberly, 100% car with exceptional performance, £1,550. [3151

1934 3½-litre Bentley, recent complete overhaul, bodywork shabby, £800.

NORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Ric. 1854. [1356

1935 Bentley 3½-litre 4-door saloon by Park Ward, back2back age; £1,650.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Res. 2074/5. [1980

CENTRAL GARAGE, Croydon, offer:—1936 4¼ Bentley 4-door saloon, really good condition.

1935 3½ Bentley 4-door saloon by H. J. Mulliner, in excellent condition.

1935 3½ Bentley sports saloon by Park Ward, in excellent condition.—Central Garage. Tel. Croydon 7464. [3162

1949 Mk VI standard saloon, mistletoe green, beige hide, 36,000 miles, looks under 10,000, 1 owner.

1949 Mk VI standard saloon, black, beige hide, 19,000 miles, immaculate condition, 1 owner.

1948 Mk VI standard saloon, black, blue hide, 15,000 miles, exceptional condition, 1 owner.

P. J. EVANS, Ltd., 81-91, John Bright St., Birmingham. Midland 2911. [2729

4¼-litre Bentley Vanden Plas saloon, over £500 spent with makers, bill shown.—Lawton-Goodman, 56, North Audley St., W.1. Mayfair 3560. [1901

1935 Bentley 3½ sports 4-door saloon, furniture hide interior, radio, extras, very pretty car; £1,450.—Taylor, 37, Elvaston Place, S.W.7. Western 0489. [3217

1948 Mark VI Bentley steel saloon, black/fawn, moderate mileage, superb condition.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Sloane 3557/6970. [1902

NOR sale, 1938 Bentley Park Ward pillarless saloon, one owner, total mileage 67,000, engine completely overhauled at 55,000 miles; open to thorough inspection.—Box 0860. [1674

3½-litre 4-door Thrupp & Maberly sports saloon, December 1934, maintained by makers throughout, beautiful lines and excellent condition; £1,075.—Tel. Gerrards Cross 2934. [2813

1936 (Dec.) Bentley 4¼-litre 4-door sports saloon by Arthur Mulliner, finished black with brand new buff hide leather throughout, very pretty car in beautifully preserved condition; £1,695.—Below

1935 Bentley 3½-litre sports saloon by Park Ward, ride control, excellent throughout; £1,495.

THESE two cars offered by Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [2908

1947 Bentley Mark VI standard saloon, B36 BH., 26,000 only (guaranteed), pearl grey, grey upholstery, modifications complete, car as new throughout, works maintained, one owner, licensed.—NEWCASTLE (STAFFS) MOTOR Co., Ltd., Brunswick St., Newcastle, Staffs. Tel. 66266/7/8.

4¼-litre Bentley, first registered 17.8.36, fitted with Park Ward saloon body, finished in black with blue leather upholstery, chauffeur kept, recently checked over by makers, in first-class condition.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [3046

1939 (March) Bentley 4¼ M.R. series fixed head coupe by Park Ward, with sliding roof, completely retrimmed in beige leather, recellulosed black, car equal in every way to new; £2,550; trade enquiries welcomed.

MCKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1905. Tel. Wallington 5404. [3634

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Bentley late 1933 ride control 3½ sports saloon, Ace discs, bumpers, radio, spare wheel cover, etc., overhauled, immaculate condition. Flaxman 0052/7233/7154. [3777

1938 Bentley 4¼, fitted superb Mulliner 4-door semi-razor edge sports saloon, black and chromium, gunmetal leather interior, two spare wheels, delightful performance, outstanding appearance; terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3069

BENTLEY (other than 3½ & 4¼-litre)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1937 Bentley 4¼-litre Park Ward saloon, total mileage since overhaul by Bentleys costing £800, 50 miles; £2,200.

1937 4¼-litre Bentley drop head coupe by H. J. Mulliner; £1,795.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [3158

1929 Bentley 4½ saloon, excellent condition, must be sold; all fair offers considered.—Avenue 4242 office hours.

BENTLEY 4¼-litre in absolutely faultless condition, with beautiful sedanca-de-ville body by H. J. Mulliner; £475.—Hampstead 8556. [3893

3-LITRE Red Label Bentley short chassis 2-seater, 1936, £275 or near, in excellent condition.—"Darenth," Bucklebury, nr. Reading. Reading 2301. [3292

BENTLEY 3-litre Red Label short chassis Vanden Plas tourer, original condition, excellent chassis, all late type modifications, sound clean car; £350.—13a, Adam & Eve Mews, Kensington High St., W.8. Western 4795. [3161

1938 (1939 registration) 4¼-litre Park Ward saloon in first-class condition, 10,000 miles, very carefully driven and maintained, since £624 complete overhaul by Bentley Motors; bills shown; just checked by official Bentley repairers.—Colonel Hoare, Wylye (Wilts) 242. [2569

Bentley Cars Wanted

3 or 4¼ drop head Bentley; must stand every investigation.—Box 1034. [3139A

ROWLAND SMITHS, the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Bentley Cars Wanted

SOUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices: 8, St. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0815

CM

THE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1213. [0852

BENTLEY

CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition; urgently wanted, 1946-7-8 Mark VI standard saloons.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. 2942. [3021

J. MARSHALL.

WANTED, Bentley 3½- and 4¼-litres, all types of coachwork, any condition; immediate cash settlement.

J. MARSHALL, 868, St. Albans Rd., Watford. Tel. Garston 2369. [0487

THE BASINGSTOKE MOTOR Co. wish to purchase 3½- and early 4¼-litre models; fair price offered.—By-Pass Road, Basingstoke. [0654

COWLEY MOTORS require a 1949 and 1950 Mark VI saloon.—Cowley Motors, 475, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [1765

BENTLEY Mark VI standard saloons required in first-class condition by R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Tremadoc 8401. [9757

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Wenlock St., Crystal Palace, S.E.19. Liv. 3562. [0062

WANTED, post-war Bentley with sporting type body; must be first class condition throughout.—Clayton Evergreen, Old Lane, Bramhope, nr. Leeds. [2535

WADHAM BROS., Ltd., leading special retailers, wish to purchase good pre- and post-war Bentley and Rolls-Royce cars.—Banister Road, Southampton. 2991/5. [3175

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

3½ and 4¼ Bentleys urgently required, pre- or post-war, cash or exchanges.—Swanmore Car Sales, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [2970

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0813

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works and stores, 12 Wellesley Ave., W.6. Riv. 1413. [0088

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stocks of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (6 lines). [0684

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [0893

MERCHISTON MOTORS, specialists for Bentley and Rolls-Royce.—Works Director, Wilkie Wilkinson, 12-15, Merchiston Mews, Edinburgh, 11. Tel. Jubilee 2765. [7606

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [4353

H. A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works: 212, New Kings Rd., Fulham, London, S.W.6. Tel. Renown 3086. [0447

BMW

1937 B.M.W. type 326, 4-door saloon, black, blue leather, unique car; £425.—H. Attree, 6/9 Coombe Farm, Totternhoe, Beds. [1628

BRISTOL

UM Ltd.

UNIVERSITY MOTORS, Ltd., Joint Distributors London, Home and Eastern Counties; also Berks, Beds and Bucks.

UNIVERSITY MOTORS Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0169

KEVILL DAVIES & MARCH, Ltd.,

OFFICIAL Bristol retailers.

41.—42, Hay's Mews, Berkeley Sq., W.1. Gro. 2565. [0854

HAROLD RADFORD & Co., Ltd.,

1949 Bristol 400 saloon, 5,800 miles, one owner.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

A.F.N., Ltd., (manufacturers of Frazer Nash cars) offer a 1948 (August) type 400 Bristol saloon, black, one owner, modifications inc. side tool luggage boot, opening rear window, Radiomobile, good tyres.

FALCON Works, London Rd., Isleworth, Middlesex. (Non-ex 0011). [2904

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

1948 Bristol saloon, unquestionable condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834/5406. [3606

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 25293.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490

Bristol Cars Wanted

H. R. MARTINDALE, Ltd., will purchase any used Bristols for cash.

WRITE or telephone H. R. Martindale, Ltd., Bristol Distributors, Harrison St., Brigsate, Leeds, 1. Tel. 20114/5. [1568

BARTLETT (the Bristol buyer), 27a, Pembridge Villas, W.11. Bayswater 0523. [3050

A.F.N., Ltd., will purchase or accept in exchange Bristol cars.—Falcon Works, London Rd., Isleworth, Middlesex. [0476

Bristol Spares and Service

UM, Ltd.

UNIVERSITY MOTORS, Ltd., Bristol distributors, 7, Hertford St., Mayfair, W.1. Grosvenor 4141.

BROUGH SUPERIOR

1936 Brough drop head coupe, completely reconditioned, very smart and fast; £350.—Taylor, 37, Elvaston Place, S.W.7. Western 0489. [3220

B.S.A.

£295—1949 B.S.A. Scout 2/4-seater open sports, black, red hide interior, good hood and screens, good chrome, very, very nice condition; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3545

325 gns.—B.S.A. Scout, 1938, 10hp Series 5 2-seater, red, maroon leather, £50 overhaul, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2947

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0839

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161 Gt. Portland St., W.1. Langham 7733. [0144

SPARE parts for 10hp and 12/6 fluid flywheel models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0641

BUGATTI

BUGATTI, type 38.—After 5.30, Howell, 21, Princes Gate Mews, South Kensington. [3294

TYPE 49 Bugatti saloon, completely reconditioned and in first-class order.—Box 0814. [1548

Bugatti Cars Wanted

BUGATTI wanted (open) for rebuilding.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [2806

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 85, Netherwood St., N.W.6. Maida Vale 1331. [0071

BUICK

SIMPSONS MOTORS offer:—

1949 (first reg.) Buick 4-door sedan, radio, heater and all accessories.

1939 Buick Century with division, moderate mileage, right-hand drive, colour black, very nice car.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists). Wembley 3903. [2676

PHILIP RICKARDS, Ltd., offer:—

1949 Buick Dynaflow saloon, maroon, radio, heater, 9,000 miles.—3, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [2567

LIMOUSINE 1937 roomy 8-str., model 90 Master L2 chassis; £750.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [1902

1949 (April) Buick Roadmaster Dynaflo model saloon, maroon, 9,000 miles.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only, please.) [2931

CAMDEN MOTORS.—Buick 28hp fourseme drop head coupe, 1936, very attractive English coachwork in black with chrome, red leather upholstery, excellent hood and tyres, magnificent performance; £265.

CAMDEN MOTORS.—Buick 31hp Viceroy saloon, 1936, with luxurious brown de luxe leather upholstery; capacious 5-seater body, especially recommended; £345.

CAMDEN MOTORS.—Buick 31hp Regal fourseme drop head coupe, 1937, finished black, brown leather, fitted radio. Lip-top mechanical order; £475.

CAMDEN MOTORS.—Buick Century saloon, 1940, full 6-seater body with bench type front seating all upholstery in blue leather, blue coachwork with narrow red on chrome waistband, fitted steering column gears, radio, etc., capacious rear luggage boot, 6 good tyres; £795.

CAMDEN MOTORS, Buick, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); nearly 400 cars ready for inspection and immediate purchase; write for post-free catalogue; easy and confidential hire-purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; purchasers' fares refunded from any part of the country; showrooms open from 9 a.m. to 8 p.m. Mondays to Saturdays. [3108

295 gns.—Buick 8 (June, 1936) 31hp Viceroy 4-door saloon, black, brown leather, good tyres, 2 spare wheels, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2948

1948 Super 51 Buick, blue, nylon loose covers, window washers, radio, heater, 19,000 miles, immaculate condition, £2,350.—Acres Autos, Ltd., 10 and 11 Avoit Parade, Clapham Park Rd., S.W.4; 2 minutes from Clapham North Underground. Tel. Macaulay 2211 and 2212. [2972

A & S LIMOUSINE 1937 partitioned Pullman, widest occasions, black, delightful condition. Also

1939 Double Enclosed Limousine, partition, widest occasions, black, meticulously maintained.

7-passenger Coachbuilt 4-door Saloon, occasionals, leather upholstery, capacious boot, hydraulic jacks, exceptionally attractive, certified mechanically, reasonable cost. Seen:—

ALPE & SAUNDERS (100 Limousines; Lists posted), Providence Court, Grosvenor Square. Mayfair 2941. [2967

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick. Wembley 3903. [0664

BRITISH & COLONIAL MOTORS, Ltd., require good Buick cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2705

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars. [0436

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showroom, Buick House, Albemarle St., London, W.1. Regent 7121. [0304

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

CADILLAC

CADILLAC diesel sedanca de ville saloon, 7-seater, 5 division, face-forward occasional seats, body by Fleetwood, fitted six 750 by 19 tyres, Ace discs, fitted regardless of cost with 4LK-type Gardner diesel engine, new batteries, large headlamps, etc., a perfect specimen car, any test or trial, taxed March, for sale at low price of £850.—Bayliss, 192, High St., Colliers Wood, S.W.19. Lib. 3654. [0229

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac. Wembley 3903. [0665

BRITISH & COLONIAL MOTORS, Ltd., require good Cadillac cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2766

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars. [0437

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showroom: Buick House, Albemarle St., London, W.1. Regent 7121. [0004

CADILLAC or Packard 4-door tourer 1938-39 wanted, engine, chassis and springs must be in first-class condition and spare parts easily obtainable; car must be open to A.A. inspection; no dealers.—Box 1045. [2817

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

SIMPSON'S MOTORS, offer:—

1948 Chevrolet Fleetline fully streamlined, radio, heater, seat covers, moveable spot light, white walls, low mileage, exceptional condition throughout.

1949 (registered) Chevrolet 2-door streamlined saloon, radio, heater, loose seat covers, spotlight.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists). Wembley 3903. [2609

1947 Chevrolet 4-door saloon, R.H.D., 25,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2754

1949 Chevrolet 4-door saloon, R.H.D., 12,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2753

CHEVROLET, 1947, Nov., property of engineer, in exceptional condition, 26,000 miles, absolutely draught-proof, ideal for invalid (fitted very easy steering and excellent riding qualities of car, licensed and insured, any trial; £1,450.—Apply, Relined Brake Drums, Ltd., 76, High St., London, N.18. [5526

1946 Ford (reg.) coupe 1943/4 model Chevrolet drop head coupe, four bench-type rear seats, car-operated hood, vacuumatic gear change, engine just reslieved, the car is finished in light grey with red leather upholstery and in beautiful condition, having a modern post-war type of front with all the chromium fittings in perfect and original condition, a most outstanding car; £825.—Ernest Sutton, Car Sales, 37/139, King St. Parade, Twickenham, Middx. Popesgrove 7447-7050. [2274

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet Wembley 3903. [0666

DISTRIBUTORS for London and Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2755

Chevrolet Spares and Service

FOR private vehicles only; distributors for London & Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2769

CHRYSLER

JOE THOMPSON (MOTORS), Ltd., offer:—

1948 Chrysler Town and Country saloon, fitted with all extras, costing approx. 4,000 dollars in the States, low mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4656.

CLAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee:—

1939 Chrysler Super Power saloon, 8-cylinder overdrive, George Eyston body, first-class condition; £675. [5149

£285—1937 Chrysler 24hp Wimbledon de luxe saloon, overdrive, etc., black, pigskin interior.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [7934

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Road, Swiss Cottage, N.W.6. Mal. 5555/2155. [0645

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler. Wembley 3903. [0667

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

7-Seaters 1937/38/39 Royal-Wimbledon-Dodge, privately owned, Limousines preferred. Alpe, Providence Court, Grosvenor Square. Mayfair 2941. [6270

Chrysler Spares and Service

CHRYSLER official service agents.

REPAIRS, spares, exchange engine service.—Church Road Eng. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh (Essex) 58674/57127. [0268

CHRYSLER Specialists: repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234.

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange recondition units in stock.—59-65, Belsize Road, N.W.6. Mal. 5555/2155. [0495

CITROEN

CAR MART, Ltd.

1950 Citroen 15hp saloon, 5,000 miles; £1,535.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 8434. [2845

JOHN S. TRUSCOTT, Ltd.

A comprehensive range of post-war Citroens is always maintained, only first-class examples are offered; full details of current stock on request.—173, Westbourne Grove, W.11. Bay. 4274. [3082

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors, offer:—

CITROEN 1939 Light 15 roadster; £375.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [3213

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948 Citroen Light 15, black, 8,000 miles; £1,125.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [4560

H. W. MOTORS, Ltd., the Citroen specialists, offer:—

1950 Light 15 saloon, green with beige leather, this car has covered 12,000 miles with the owner's special engine and gear box unit—the original engine and gear box which have covered less than one hundred miles are now installed, chassis has been faultlessly maintained throughout its life, vehicle is therefore equal to new, extras include pressure and temperature gauges, French wing-guards, etc.; £1,395.

1949 Light 15 de luxe saloon, maroon/red upholstery, 9,000 miles, completely checked over and recommended; £1,125.

THE above first-rate examples of the post-war Citroen have been carefully selected, thoroughly checked and are offered with the backing of our specialised Citroen service.

H. W. MOTORS, Ltd., Walton-on-Thames 783 and 1457. [9635

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.

CITROEN Light 15 sports saloon, 1950 model, sea green with beige leather push-button radio, as new.

ROADSTER sports 2-seater Light 15, maroon, red leather, late 1938, beautiful condition.

CITROEN Light 15 saloon, late 1939, excellent condition.—Flaxman 0052/7355/7164. [1752

1950 Citroen Light 15 saloon, black with red leather upholstery, 12,000 miles; £1,325.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley. (100 yds. north of Tally Ho! Corner.) Hillside 0084. [3668

ARCHIE SIMONS & Co., Ltd., 1948 Citroen saloon, colour black, immaculate; £925.—94, Ot. Portland St., W.1. Lan. 1343. [3056

1935 Citroen 15.9hp drop head coupe, excellent condition throughout; £210.—4, Nursery Ave., Shirley, Surrey. [3150

£235.—1935 Citroen super modern 12-4 saloon guaranteed; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [3916

1947 Series Citroen 15 de luxe, one lady owner, small mileage, superb condition; £785, terms arranged—12, Church St., Luton. Tel. 4212. [3108

1950 Citroen Light 15hp, silver with red leather, radio, etc., 7,000 miles.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please). [3929

WALTER SCOTT, Ltd.—1937 Citroen 15 saloon, green, very good condition; £345, exchanges, terms.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage, Tube). Pri. 5914. [2026

CITROEN Light Fifteen 15hp drop head coupe, March, 1939, first-class condition mechanically and pretty looking body.—Onslow Bartlett, Wharfdale Garage, Ltd., Bournemouth. Westbourne 64497. [2494

1949 (November) Citroen Lt. 15, black with red interior, with new curved bumper, moderate mileage, immaculate condition; for £1,150.—Apply Harlitt Estates, 12, Vaughan Gdns., Ilford, Essex. [3115

£565.—Citroen Light 15 saloon 1939, de luxe model with sunshine roof, in condition rarely encountered in a pre-war car, appearance definitely up to 1947 standard, original black finish with dark green leather, recent engine overhaul by makers, whole car completely checked over from end to end, and in absolutely top order; all tyres renewed January 1951, a very exceptional car, offered with a comprehensive written guarantee; choice of two other 1939 Light Fifteens from £445.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase. Write for post-free catalogue. Hire Purchase. Part-Exchanges. Free Delivery. Showrooms open from 9 a.m. to 8 p.m. Mondays to Saturdays. [3098

Citroen Cars Wanted

C. G. NORMAN & Co.,

CITROEN Sole Distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

ACE SERVICE STATION (LONDON) Ltd.,

ARE anxious to purchase an unlimited number of good Citroen cars; as Citroen distributors we are able to offer extremely good prices.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [0004

JOHN S. TRUSCOTT, Ltd., urgently require Citroens.

EXCEPTIONAL prices offered for low mileage really well-kept examples.—173, Westbourne Grove, W.11. Bay. 4274. [3085

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

H. W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1457.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Citroen Cars Wanted

A. FREEMAN, Ltd., Grosvenor Garage, require 1949 Citroen 6-cyl. and Light Fifteen.—Burnage Lane, Manchester, 19. Tel. Rus. 2874-5. [0877

Citroen Spares and Service

C. G. NORMAN & Co.

CITROEN sole distributors for the County of London. Citroen spares and service.—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211. [0756

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [0187

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINOLY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. Grams. Truoe.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4862.—Citroen spares, reconditioned drive, trains, 48-hr. service [6161

WOODFORD CAR MART, Essex, distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., 29 Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls; valve joints reconditioned 48-hr; all spares stocked. [1545

CORD

1937 supercharged Cord, overhauled, cylinder heads guaranteed; also second car used for spares, almost complete; £575; also sound spare heads.—Hancox, Saddlestones, Well Lane, Heswall, Cheshire. Tel. Heswall 2571, after 6 p.m. [2536

CROSSLEY

1950 American Crossley 6hp saloon, 4,000 miles only, L.H.D., exceptional opportunity to acquire most intriguing car; £695.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [3166

DAIMLER

CAR MART, Ltd.

1950 Daimler 2½-litre drop head coupe, 5,000 miles, £2,500.

1937 Daimler 24hp 7-seater limousine, 25,000 miles; £1,315.—Car Mart, Ltd., 330, Euston Rd., N.W.1. Euston 1212. [2843

BROWN'S for Daimlers.

1939 Daimler 2½-litre saloon de luxe, immaculate condition; £795.—Brown's Garage, Loughton (Essex) 4119 (Tube). [2647

RUSSELL MOTORS offer:—

1939 model 2½-litre Daimler saloon, exceptional car.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9888. [1771

TOM GARNER, Ltd., offer:—

1949 Daimler 2½-litre saloon, grey with red leather, 9,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [2317

CHARLES FOLLETT, Ltd., offer:—

1946 Daimler 2½-litre saloon, black, brown leather, 1 owner, under 20,000 miles, heater and radio; £1,475.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [3063

WARWICK WRIGHT, Ltd., offer:—

1948 Daimler 2½-litre saloon, grey, green leather, radio and heater, 5,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1412

STRATSTONE, Ltd., Daimler specialists.

DAIMLER 2½-litre coupe (1950), black with brown leather, heater and demister, 6,000 miles, as new; £2,250.

DAIMLER 2½-litre saloon (1949), black with brown leather, heater and demister, carefully maintained; £1,575.

DAIMLER 2½-litre saloon (1948), grey with blue leather, one owner, outstanding appearance; £1,750.

DAIMLER E.L. 24hp limousine (1939), black with leather throughout 2 face forwards, etc., well maintained, £925.

DAIMLER 4½-litre limousine (1936), blue and black with cloth to rear, most attractive condition, £895.

DAIMLER landaulette (1935 OP chassis), fitted with latest type 27hp engine by Daimler Co. in 1949, in good order throughout, £595.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4304.) Service, 7, Hertford St., Russell Square, W.C.1. (Terminus 7464.) [2680

ACLAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee:—

1940 (first reg. 1949), £10 tax, Daimler type 24 E.S. saloon, 15,000 miles, as brand new throughout; £1,450. [3148

C. A. PETO, Ltd.—1946 2½-litre Daimler saloon, maroon; £1,850.—42, North Audley St., W.1. Mayfair 5051.

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0544

1936 Daimler 15 saloon, black, in really splendid condition throughout; sacrifice £350.—Wembley Court Motors, High St., Wembley. Arnold 3221-2. [1355

1936 Daimler Straight Eight black saloon, immaculate condition, genuine mileage only 23,000; £700.—H. Paul Ltd., 3, Uxbridge Rd., W.7. Tel. Ealing 1430. [2726

DAIMLER

1946 (Oct.) Daimler 25 saloon, black, with red leather, perfect condition, low mileage, private sale.—Tel. Nottingham 84916. [3154

£165.—1933 Daimler 15 4-door drop head saloon, in very clean condition throughout, taxed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5236

1938 Daimler 27hp Straight 8 saloon, black, low mileage, excellent condition, chauffeur driven.—Fownall, Mersey Bank, Flixton Park, W. Dudbury, Manchester. [2543

DAIMLER 25.72hp, first reg. 7/11/36, two shades grey, Charlesworth sports body, in showroom condition, stored for duration of war; offers near £1,550.—For further particulars:

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. Tel. Ard. 4561/7. [3512

R. S. CURRIE & Co., Ltd.—1938 Daimler 17hp saloon, black with brown leather, in immaculate condition throughout, must be seen to be appreciated; £845.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0045. [5010

1932 Daimler 20-30 7-passenger landaulet, leather in front, cloth in rear, recently resprayed and spare engine fitted, an unusually fine example of this model; offers wanted.—Victory Garage, Primrose Gdns., Hampstead, N.W.3. Tel. Primrose 2242. [9684

545 gns.—Daimler, 1939, 2½-litre de luxe 4-door saloon, black, folding head, blue leather, pre-selector, good tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2949

1948 (April) 2½-litre Daimler de luxe saloon, black, chromium, brown leather interior, one ownership, immaculate and outstanding appearance, thoroughly recommended; written guarantee, terms, exchanges.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Ewell 5101. [2976

A & S Limousines. 1937/1938 Straight-8 32hp Hooper, partition, widest occasionals, black, private owners.

LIMOUSINES 1937/38/1939 24 EL, partition, widest occasionals, superlative condition, black, certified mechanically. Seen.—

ALPE & SAUNDERS (100 Limousines: Lists posted), Providence Court, Grosvenor Square, Mayfair-2941. [2648

Daimler Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 5454. [0859

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0952

1949 Daimler 2½-litre saloon.—Autework, Ltd., Winchester. Tel. Winchester 4854/5406. [2604

BRITISH & COLONIAL MOTORS, Ltd., require good Daimler cars.—Upper St. Martin's Lane, W.C.2. Tem. 3589. [2756

WANTED, Daimler 7-seater limousine, good price paid for cars in first-class condition with small mileage.—H. J. Dawson, Ltd., 22, George St., Leamington Spa. [2698

Daimler Spares and Service

A ROOT MOTORS, Ltd.

A ROOT MOTORS, Ltd.—Preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0256

PRE-SELECTOR gearboxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2931. [0145

DAIMLER Lanchester spares, all models, reconditioned units.—Mason's, 16A-24, Maldon Rd., N.9. Tottenham 7803. [9427

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require Daimler cars in first-class condition.—Mayfair 5051. [5755

DAIMLER specialist for 35 years: guaranteed repairs and coachwork.—J. B. Taneborne, 30, Wilton Row, S.W.1. Sloane 4665. [0076

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0668

STRATSTONE, Ltd., wish to purchase Daimler cars in good condition; prompt inspection and payment.—40, Berkeley St., W.1. (Mayfair 4304.) [9284

LIMOUSINES modern 24hp, also 8-cyl-32, urgently required, cash waiting, details please:—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [6271

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Altens, Victoria Rise, Clapham, S.W.4. Macaulay 4196 and 6252-3.

DELAGE

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—1950 model, fitted with very beautiful streamlined foursome drop head coupe body, new lights, mileage, late property of film star.—Flaxman 0052. 7255/7154. [2621

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd.—Concessionaires for Gt. Britain, U.S.A., Brit. Empire. Rapid engine and body repairs; parts in stock.—82, Park St., W.1. [0659

DELAHAYE

BARTLETT.—Delahaye, first registered 1946, special Coupe des Alpes, just completely reconditioned mechanically, finished black with chromium waist line, attractive low-built 2-door sports saloon, 16/18 mpg, 90 to 100 mph; £1,150.—27a, Pembridge Villas, W.11. [3055

Delahaye Cars Wanted

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 0052. [1037

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd.—Concessionaires for Gt. Britain, U.S.A., Brit. Empire. Rapid engine and body repairs; parts in stock.—82, Park St., W.1. [0660

Delow Wanted

DELLOW car required, preferably 1950 model, supercharger not necessary.—Full details Roland Sidwell, 27, Union St., Coventry. Tel. Coventry 3944 office hours. [1556

D.K.W.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks, £10/10; both items on exchange basis, plus packing, etc. repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michaels St., W.2. Paddington 6677. [0016

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. P. SMITH & Co., 63-65, St. John's Hill, Clapham Junction. Bat. 0821. [0066

DODGE

DODGE 6-cyl. 7-seater saloon, l.h. steering, first reg. 1940, £450.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 6466.

695 gns.—Dodge 1947 (£10 tax), specially imported 4-door 8-seater station wagon, natural hardwood body, glass all round, removable rear seats, drop tail-board, right-hand drive, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2950

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. Southend 57127. [0192

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 3, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0562

FIAT

MAYFAIR GARAGES, Ltd., for your Fiat.—Below.

MAYFAIR GARAGES, Ltd., always hold a comprehensive range of 500s in stock and usually 1100s and 1500s.—Below.

MAYFAIR GARAGES, Ltd.—Our aim with Fiats is to offer the best possible standard of condition consistent with price, mileage and price.—Below.

MAYFAIR GARAGES, Ltd.—Delivery of fully reconditioned 500 coupes now approximately 4-5 weeks.—Below.

MAYFAIR GARAGES, Ltd.—Send for descriptive price list, details of hire purchase and copy of Autocar Road Test report.—Below.

Test report.—Below.

MAYFAIR GARAGES, Ltd., Fiat sales and service, 91, Balderton St. (opp. Selfridge's clock), Mayfair W.1. Mayfair 3104-5. [0537

1940 model Fiat 500 4-seater cabriolet, nice condition, tax, £345; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5328 and 5774. [8642

FIAT 1939 (Sept.) convertible coupe, recently overhauled, new carpets, battery.—Tovey, 24, St. Stephen's Rd., Norwich. [3125

FIAT 1100 12hp long chassis, reg. Dec. 1941, £250 o.n.o., 35mpg, new tyres; £565.—Bec. 3468, after 7.30 Byd. 7675. [3114

FIAT 500 coupe, first registered 1937, carefully maintained, good batteries, S.U. carburettor, new tyres, excellent condition, licensed; £265.—Tel. Kines Langley 3011. [2810

FIAT 1100 pillarless saloon, first registered 1940, completely reconditioned throughout, including new set Dunlops, new battery; price £450.—Enterprise Garage, Sturry Rd., Canterbury. Tel. Canterbury 4265. [2549

C. V. RUSHMER, the Fiat specialist for robust models, fully guaranteed; present stock includes 1940 500 fixed head and drop head coupes and 1948 drop head coupe.—39, Holland Park, W.11. Park 5731. [1975

295 gns.—Fiat 500, 1939 model, de luxe convertible coupe, grey, blue leather, good tyres, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2951

Fiat Cars Wanted

R

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0953

CASH immediately for good Fiat.—H. F. Edwards, C 154, Gt. Titchfield St., W.1. Langham 0012. [2690

MAYFAIR GARAGES, Ltd., sell more pre-war Fiats than any other dealer in the country, so are always ready cash buyers of all models.—Below.

MAYFAIR GARAGES, Ltd., also require neglected Fiats for reconditioning; send brief particulars and price required.—Below.

MAYFAIR GARAGES, Ltd., Balderton St. (opposite Selfridge's clock), Mayfair, W.1. Mayfair 3104-5.

Fiat Spares and Service

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay 1644. [0156

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0926

B.D.J. (ENGLAND), Ltd., offer exchange engines, fitted same day, own engines reconditioned 7-10 days, new and used engine chassis and body parts.—65, Lowlands Rd., Harrow. Byr. 1818. [0525

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators, in exchange, spare wheel covers, luggage carriers, supercharger jets, Metric spanners, complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. [5050

FORD (6 h.p.)

W.

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 3443.

1949 Ford Anglia, green, brown interior, 8,500 miles, exceptional condition; £655.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 3443. [2617

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1031 for details

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [9994

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (8 h.p.)

ALLAN TAYLOR, Ltd., offer:—

1946 (September) Ford Anglia saloon, exceptional condition; £495.

HIGH St., Wandsworth, S.W.18. Vandyke 4455 (5 lines). [3198

1947 Ford 8, fitted loose covers, exceptional bargain at £425.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [3285

1939 Ford 8, black with green upholstery body, sound and clean mechanically perfect.

LAWSON PUGSLEY MOTORS, Ltd. (Vauxhall Dealers), 320, King St., Hammersmith, W.6. Tel. Riverside 4111. And 156, East Barnet Rd., New Barnet. Barnet 6044 and 2555.

1938 Ford 8 saloon, black, back axle and steering overhauled, brakes relined, taxed; £575.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0556-2619. [3037

1939 Ford 8 de luxe saloon, sun roof, excellent appearance, new engine just fitted; £375.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5973. [3225

1950 model Ford Anglia, green, 6,000 miles, taxed; £685.—S. F. Erskine & Sons, Ltd., Woking 330. [3185

1936 Ford 8 saloon, one owner since new, immaculate condition, reconditioned engine; £295.

X. L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8555. [3095

1950 (Jan.) Ford Anglia saloon, beige, red interior, 5,000 miles only, exceptional value at £695.

PHENIX MOTOR COMPANY (SURREY), Ltd., Phenix House, High Street, Sutton, Surrey. Tel. Vigilant 1121. [2414

GATEHOUSE offer 1937 Ford 8hp 4-door saloon, showroom condition; £275.—Gatehouse Motors, Ltd., Highgate Village, N.6. Mon. 4444. [2735

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578

GOLDERS Green: H. A. Saunders, Ltd.—1949 Ford Anglia saloon, black, radio, 2,100 miles.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [2593

THE CHESTNUT GARAGE, Ltd., 757, Lea Bridge Rd., E.17, offer 1946 Ford Anglia, reconditioned engine, 30,000 miles, price £525.—Tel. Key. 5921. [3296

220 gns.—1937 Ford 8 saloon, good condition; any trial.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [3727

FORD 8, registered 1941, 4-door utility, attractive body and in excellent condition throughout; £425.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [2986

1947 Ford Anglia saloon, moderate mileage, immaculate condition throughout; £525.—Cole's Garages, Worple Rd., Wimbledon London, S.W.19. Tel. Wimbledon 3610. [3171

1949 model Anglia saloon in green, brown leather type upholstery, almost as brand new; £625.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [1175

625 gns.—1949 Ford Anglia saloon, black, one owner, 7,000 miles, taxed year, immaculate; £220 deposit, balance 24 months.—George Clarke (Motors) Ltd., 276, Brixton Hill, S.W.2. Tulse Hill 4211. [3170

Ford Eight Cars Wanted

CASH waiting for good Ford 8 saloon, not before 1936.—Tel. Ora. 2530. [7937

I REQUIRE post-war Ford 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day).

CASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S the Ford 8 buyers.—Hampstead High St. (Hampstead Tube) Hampstead 6041.

ALMOST new Anglia required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0845

1939-1950 Ford 8 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [4915

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0640

FORD (10 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford Prefect saloon, black, red leather, 9,700 miles, £835.

1949 Ford Prefect saloon, green, brown leather, 15,000 miles, £815.

1949 Ford Prefect saloon, black, brown leather, 10,000 miles, £835.

1948 Ford Prefect saloon, black, brown leather, 10,500 miles, £795.

1947 Ford Prefect saloon, colour grey, cloth upholstery, £625.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [2618

PERRY'S OF HARROW

HAVE an excellent selection of post war 10hp saloons available

PHONE Harrow 1031 for details.

WHAROLD PERRY, Ltd., Station Bridge Wealdstone Harrow, Middlesex. [0100

DICKS CAR SALES offer:—

1947 Ford 10 saloon, leather upholstery, excellent condition; £585.

1948 Ford 10 saloon, choice of three, some registered 1949, from £675.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1281

1947 Ford Prefect, black/leather, 1 owner perfect; £645.—S. F. Erskine & Sons, Ltd., Woking 330. [3186

FORD (10 h.p.)

JACK STONE & SON offer:—

1940 Ford 10 4-door de luxe saloon, reconditioned engine, throughout thoroughly recommended; £435; terms and exchanges gladly arranged.—221, Upper Richmond Rd., Putney. Tel. day and night Putney 1054-5, 2276-7. [3191

ALLAN TAYLOR, Ltd., offer:—

1949 Ford Prefect, cloth upholstery, in excellent condition; £775.

HIGH St., Wandsworth, S.W.18. Vandyke 4455 (5 lines). [3199

WARWICK WRIGHT, Ltd., offer:—

1949 Ford Prefect saloon, green, brown leather, heater, 6,000 miles.

WARWICK WRIGHT, Ltd., 130, New Bond St., W.1. Mayfair 9761. [2585

MEBES & MEBES, Ltd. (Est. 1902), offer:—

1949 Ford 10hp Prefect 4-door saloon, black, fawn upholstery, 11,000 miles, unmarked condition throughout, one owner; £815.—The Broadway, Mill Hill, N.W.7. Tel. Mill Hill 2040. [2704

1936 Ford 10 tourer, new engine, hood as new, all new tyres, bargain; £195.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [2501

295 gns.—Ford 10, 1938 model, saloon, dark blue; terms; exchanges.—Rowland Smith, below:—

345 gns.—Ford Prefect, 1939 model, 10hp saloon, black, sliding head, grey leather, very good condition, terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2951

£175.—1935 Ford 10 4-door saloon.—Monahan Motors, 264, London Rd., Thornton Heath. 5081. [3364

1949 Ford 10 Prefect saloon, choice of three in colours.—Autowork, Ltd., Winchester. Tel. Winchester 4654-5406. [2612

1947 Ford Prefect 4-door saloon, one owner, small mileage, immaculate; £555; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS (MOTORS), Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [3644

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. [0579

1950 Ford Prefect saloon, 10,000 miles, green, estate car.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [2928

1950 Ford Prefect, black with green leather, taxed, immaculate, extras; £850.—1, The Broadway, Kingsbury, N.W.9. Colindale 7504. [2741

1946 (Sept.) Ford Prefect saloon, black with green leather, new engine; £550.—Gitsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1935

1949 (November) Ford Prefect saloon, finished black, grey upholstery, 11,500 miles, one private owner, in really immaculate condition, fitted radio; £795.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [3243

FORD Prefect, October, 1946, model, body immaculate, upholstered in cord, seats and carpets covered since new, still has original engine; no oil; an absolute 100% car; bargain, £595.—Tel. Ewell 2384 (evenings). [2724

TANKARD & SMITH offer 1949 (October) Ford Prefect saloon, finished in pastel green, with leather upholstery, low mileage, indistinguishable from new car; £870; 3 months' guarantee.—97, Peckham Rd., S.E.15. Rodney 3641. [3641

1949 (September) Ford 10 Prefect saloon, green and chromium, fawn interior, one ownership, quite unmarked; written guarantee, terms, exchanges.—R. F. Edwards, Swains Garage, Seabrook Rd., Hythe, Kent. Hythe 67311. [2877

Ford Ten Cars Wanted

I WANT 1949 Ford Prefect, leather preferred.—Tel. Langham 3635. [2856

ROWLAND SMITH'S the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

I NEED post-war Ford 10 immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day). [0730

CASH buyers of low mileage Ford 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

FORD Prefect wanted, must be in good condition.—O. S. Hall, 132, Hinton Ave., Hounslow. Hounslow 7577. [2691

1939-1950 Ford 10 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [4916

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0661

FORD (V.8)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 444.

1949 Ford Pilot saloon, colour black, beige interior, extras, mileage 13,000; £1,075.

1948 Ford Pilot saloon, colour black, brown leather, Pre radio, mileage 15,000; £950.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [7288

CAR MART, Ltd.

1949 Ford Pilot saloon, radio, heater, 16,000 miles; £1,205.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [2844

DICKS CAR SALES offer:—

1946 (reg.) Ford 30hp saloon, steering gear change, fast and economical; £495.

1939 Ford 30hp 91A saloon, carefully used, fitted radio; £550.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [9257

FORD (V.8)

SIMPSON'S MOTORS offer:—

1949 Ford Mercury convertible coupe, radio, heater, and all accessories.

1948 (genuine) Ford V.8 2-door sedan, fitted with radio and heater; low mileage.

1947 Ford V.8 4 door sedan, genuine 17,000 miles, right-hand drive, immaculate condition throughout.

1947 American Ford V.8 right-hand drive 4-door sedan, low mileage, seat covers, in beautiful condition throughout.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists). Wembley 2903. [2679

MONTROE MOTORS offer:—

1936 Ford V.8 30hp tourer, excellent condition; £265.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2

ALLAN TAYLOR MOTORS, Ltd., offer:—

1948 (December) Ford Pilot saloon, blue leather upholstery, radio; £1,050.

HIGH St., Wandsworth, S.W.18. Vandyke 4455 (5 lines). [3197

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1936 Ford V.8 coupe; £525.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [3157

PERFORMANCE CARS.—See our advertisement under Sports Cars. [2165

1949 Ford Pilot saloon, leather, radio, 1 owner; £1,175.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4566. [3022

1949 Ford Pilot, leather, heater, radio, 1 owner, excellent condition; £1,075.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 8260. [3247

1948 Ford V.8 Pilot saloon, black, leather, radio, heater, speedometer 16,000; £975.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [1448

1937 Ford V.8 black saloon, 22hp, super motor, bargain; £169.—147, High Rd., W.4. Chiswick 0150. [5131A

1949 Ford Pilot, mist green, beige leather, radio, heater; £925.—Hampton, Slough 21951, business hours. [2695

1948 August Ford Pilot saloon de luxe, leather, radio and heater, 14,000 miles, immaculate condition; £995.

MAYFAIR CARRIAGE Co., Ltd., The Hyde Edgware Rd., N.W.9. Col. 8082. [1149

£250.—1937 V.8 22hp, maroon, in excellent condition.—The Lodge, 55, Prout Grove, Neasden, N.W.10. Gladstone 3126. [5090

1949 Ford Pilot de luxe, finished in green with brown hide upholstery, radio and heater; £1,025, terms, exchanges.

MASON BROTHERS (MOTOR SHOWROOMS), 151-155, Pitzwilliam St. (Off the Moor), Sheffield, 1. Tel. 24687. Open week-ends. [2903

1948 Ford Pilot, low mileage, radio and heater, overdrive, green hide upholstery, £10 tax, immaculate condition throughout; £995.

TERMS and exchanges.—Taylor Motors, 443, Purley Way, Waddon, Croydon. Cro. 6225. [2700

1947 Ford V.8 sports 2-seater car, very fast; £400.—D. W. Price, Bracmans Works, Neasden Lane, N.W.10. Gladstone 7611. [2551

CASE'S MOTOR MART, 1937 Ford V.8 saloon, black, reconditioned engine, written guarantee.—Warren St., W.1. Euston 3525. [1358

1949 model Ford Pilot, black with brown leather, fitted radio and interior heater, low mileage, taxed December, indistinguishable from new; £1,050.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [9304

GORDON CARS (LONDON), Ltd.—1948 Ford Pilot saloon, black/brown leather, excellent condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 4611. [2786

1937 Ford V.8 30hp saloon, very clean, nice runner, just reconditioned throughout; £225.—Turner, 99-115, Clarence Rd., Clapton, Amherst 2000. [5251

BRUTONS, Ltd., offer:— 1937 Ford V.8 22hp, black, new loose covers, wireless, replacement engine, taxed, good tyres; £295.—13-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [2300

1949 American V.8 Ford saloon, radio, heater, overdrive, loose covers, etc., beautiful condition throughout.—Sidney Marcus, Ltd., 54, Sloane St., S.W.1. Tel. Sloane 3557/6970. [5282

1937 Ford V.8 30hp saloon, reconditioned engine, reupholstered, new tyres, radio, etc., £270 cash or terms arranged.—C & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [1764

£1075.—1949 Ford Pilot saloon with £50 extras, including de luxe leather upholstery, Radiom bile and interior heater, sparingly used by one owner and in most outstanding condition.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. New 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase; write for post free catalogue; hire purchase, part exchanges; free delivery; showrooms open from 9 a.m. to 8 p.m. Mondays to Saturdays. [5097

1949 Ford Pilot saloon, black, brown leather, heater, 11,000 careful miles, genuinely like new; £1,095, exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [3089

NAYLOR & ROOT, Ltd.—1939 Ford V.8 30hp 4-door de luxe saloon, 1 very careful owner, black, brown hide, new tyres, etc., 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [2909

Ford V.8 Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., urgently require all model Ford V 8s. Wembley 2903. [0668

ALMOST new. Pilot required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0844

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford V.8 Cars Wanted

JOHN TRUSTCOTT, Ltd., urgently require Ford Pilots.

EXCEPTIONAL prices offered for low mileage really well-kept examples.—173, Westbourne Grove, W.11. Bay. 4274. [3067

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0956

1950 Ford V.8 Pilot saloon required.—Autoworth, Ltd., Winchester. Tel. Winchester 4854/5406. [2805

30hp drop head foursome wanted.—Sands, R.A. Mas. Woo.wich. Tel. Woolwich 1101 or Adderbury (Oxon) 304. [2796

PRIVATE owner requires 1950 low mileage Ford Pilot, new condition.—Offers to Mr. Kay, Narrow Fabrics, Dean St., Derby. Tel. 46095. [3520

UTILITY—FORD OR OTHER BODIES

265 gns.—Ford V.8 1937 (registered 1938) 30hp 8-seater utility, grained timber body, glass all round, removable rear seats, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2952

Ford Utility Cars Wanted

FORD 8, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [0040

ROWLAND SMITH'S the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041

FORD MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4601-5. [0578

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0938

W

HAROLD PERRY, Ltd., main Ford dealers. Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [0545

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767.

PRE-WAR Ford 8-10hp saloon wanted; no dealers.—J. Pillebrook Ave., Enfield. Enfield 0068 after 6 p.m. [3062

BRITISH & COLONIAL MOTORS, Ltd., require good Ford cars.—Upper St. Martin's Lane, W.C.2. Tem. 5566. [2760

COWLEY MOTORS require all models Ford cars.—Cowley Motors, 475, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [1794

APPROACH us first before disposing of your Ford car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4601-5. [2962

Ford Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND Ltd., 405-9, King St., W.6. Riv. 3565. [0938

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordsons; Dagenham reconditioned engines, 8, 10, and 30hp, always available from stock.

219—221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at

FOORD Rd., Folkestone 51222.

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

VANDYKE 4433 (5 lines).

[0514

FRANK G. GATES, Ltd., High Rd., Woodford Green. Tel. Wanstead 2293. Main Ford dealers; service and all spares. [0095

ADLARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6431), main Ford dealers, service and all spares. [0110

FOR Ford mudguards, running boards, 1933-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0803

YOUR Ford car will be much improved in comfort and safety after fitting stabilizer; to the front and rear springs, all models.—Stabilizer Products, Ltd., Station Parade, Cricklewood, N.W.2. Gladstone 0570. [0261

Frazer Nash Cars Wanted

WANTED, Frazer Nash post-war foursome cabriolet.—Box 0959. [2484

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CHAIN Frazer Nash wanted, any condition.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [2804

FRAZER NASH-B.M.W.

ROSE & YOUNG, Ltd., offer 1937 Frazer Nash-B.M.W. type 55, 2-seater, exceptional condition, finished ivory with black leather; £385.—65-69, Sterbho'd Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [3004

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

BARTLETT.—We are very interested buyers of all Frazer Nash-B.M.W. models.—27a, Pembridge Villas, W.11. Bayswater 0523. [3051

HEALEY

1950 Healey Silverstone, 5,000; £1,175.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [2568

HEALEY

BROOKLANDS for individuality.

HEALEY distributors for London and Home Counties.

DEMONSTRATION, early delivery of latest models.

CATALOGUES and details on request.

1950 Healey Silverstone sports 2-seater, speedometer reading 5,000, many extras. [0119

1949 Healey Elliot saloon, small mileage, immaculate.

1949 Healey sports roadster, black, small mileage.

103 New Bond St., London, W.1. Mayfair 8551-6. [3074

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Healey Duncan drop head foursome coupe, genuine 14,000 miles; £1,595.—Portsmouth Rd., Thames Ditton, Surbiton 5551-2-3. [7669

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Healey special streamlined 2-4-seater, fixed head coupe, cost £2,750 in January, 1949, one owner, 14,000 miles, terrific performance, bargain.—Flaxman 0052/7253/7154. [7780

Healey Cars Wanted

BARTLETT.—We are very interested buyers of all Healey models.—27a, Pembridge Villas, W.11. Bayswater 0523. [3057

HILLMAN 10

NEWNHAMS, Ltd.

1947 Hillman Minx drop head coupe, grey with blue, excellent condition.

NEWNHAM House, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [1810

OVERSEAS CARS, Ltd.

1946 Hillman Minx estate car, grey, very good condition throughout, £675.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [2694

ELITE MOTORS offer:—

1946 (Sept.) Hillman Minx foursome drop head coupe, blue with interior to match, fitted with new hood, £675.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474, 4 lines. [2911

DICKS CAR SALES offer:—

1940 Hillman Minx 10hp saloon, carefully used; £450.—Be.ow.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6868-9. [6494

MONTROE MOTORS offer

1935 Hillman Aero Minx 10hp sports 2-seater, £295.—Montroe Motors (N. H. Boxell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Bux. 1171-2. [2968

WARWICK WRIGHT, Ltd., offer:—

1949 Hillman Minx Mark IV saloon, pastel green, red leather, 7,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4254

ACE SERVICE STATION (LONDON), Ltd., offer:—

HILLMAN Minx 1948 Phase II drop head coupe, pastel green, spotless condition, £625.

HILLMAN Minx 1947 drop head coupe, black, brown leather; £695.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5565 (5 lines). [1215

1949 Hillman Minx Mark III saloon, 8,000 miles, £865.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [1925

1941 Hillman Minx saloon, black/blue leather, in very good condition; £475.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558-2610. [3059

1949 Hillman Minx saloon, black with cloth interior, a very clean car; £875.

ARCHWAY GARAGE, 120a, Walmer Rd., W.10. Park 7271. [2992

1946 (October) Hillman Minx drop head coupe, black, excellent condition; £650.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2562. [7757

1948 Hillman Minx Phase II foursome drop head coupe in immaculate condition; £775.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [1156

HILLMAN 10 1940, reconditioned recently, black, mechanically sound, good tyres, clean interior.

LAWSON PIGOTT MOTORS Ltd. (Vauxhall Dealers), 520, King St., Hammersmith, W.6. Tel. Riverside 4111, and 186, East Barnet Rd., New Barnet. Barnet 6044 and 2355. [1744

GOLDERS GREEN.—H. A. SAUNDERS, Ltd., 1948 Hillman Minx phase II saloon, one owner.—Below.

H. A. SAUNDERS, Ltd.—1949 Hillman Minx phase III saloon, black.—144, Golders Green Rd. Spe. 0011. Open 9 a.m. to 9 p.m. [2591

1950 Hillman Mark IV 6,000 miles, private.—Harrison, Thornton Heath 1850 (day). [2599

1948 Hillman Minx utility Phase II estate car, grey with brown upholstery, 16,000 miles; £795.

1948 Hillman Minx convertible coupe, grey with blue leather upholstery, radio, 10,000 miles; £845.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley. (100 yds. north of Tally Ho! Corner.) Hillside 0024. [2680

1941 Hillman Minx saloon, low mileage, excellent condition; £425.—147, High Rd., W.4. Chiswick 0150. [3131

1939 Hillman 10, fitted radio, £395, also 1938 £285.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [2554

1946 Hillman Minx de luxe saloon, black, brown leather upholstery, low mileage, radio, carefully used car; £695.—Holbrook Motor Co., Ltd., Richmond 4014. [2775

HILLMAN 10

150 gns.—1934 Hillman Minx saloon, new tyres.—Monahan Motors, 594, London Rd., Thornton Heath 5081. [2373

1946 Hillman Minx saloon, cream, reconditioned engine, a.i. leather upholstery; car recommended; £675, a.o.o.

1938 Hillman Minx saloon, black, sunshine roof, in splendid condition throughout; £415.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [3161

1947 Hillman Minx drop head coupe, black, 27,000 miles, very nice condition; £695.—Lee & Trigg, Ltd., Esher 1254. [2655

1938 Hillman Minx, black, laid up during war, carefully used, superb condition and appearance, £565 or offer.—Uplands 1677. [2900

1948 Phase II Hillman Minx coupe, black with brown upholstery, very clean; accept £795.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [9275

HILLMAN Phase III saloon, low mileage, loose covers, immaculate, £525.—Elcorne Bros., Lady Margaret Rd., Southall. Tel. WaxLow 1891. [2974

1950 Hillman Minx Mk. IV drop head coupe, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5566. [2776

370 gns.—1938-9 Hillman Minx 4-door de luxe saloon, excellent condition.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 1107-8-9. [3728

£350.—Hillman 10 1938 4-door saloon, excellent mechanically, good leather interior, sliding roof, choice (several); many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (Open Mon. to Sat. 9-6, 150 yds. Holland Park tube.) [2462

1946 Hillman Minx sun roof saloon, black, brown leather, nominal mileage, excellent order; £550.—Turner, 99-115, Clarence Rd., Clapton, E.5. Amherst 2000. [3250

1947 Hillman Minx de luxe saloon, blue/blue, one owner, very clean, extras, any inspection, £755.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [1354

£445.—1938 Hillman Minx, black, green leather upholstery, small mileage, original condition; fitted with radio.—G. S. Hall, 502, King St., W.6. Riverside 2881. [2667

1949 (July) Hillman Minx saloon Phase III, black, brown leather, 15,000m., £865.—Gibsons Sports Cars (Richmond), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1931

TANKARD & SMITH offer 1939 Hillman Minx 10hp saloon de luxe, finished in black, with red leather upholstery, very clean throughout, £425, 3 months' written guarantee.—97, Peckham Rd., S.E.15. Rodney 3051. [9619

1950 Hillman Minx, green, red leather interior, 5,000 miles, £1,195, part exchanges, deferred terms, 3 months' written guarantee.—Chain Garages, Hanger Lane, Western Ave., Ealing, W.5. Pe. 4304-5. [2999

1946 (May) Hillman Minx 10hp drop head coupe, one private owner, this car is actually as new, £670; also 1939 de luxe saloon, original condition, magnificent throughout, £415.—849, King St., Hammersmith, Riverside 2657-8.

JULY, 1938, Hillman 10 utility, just completely repainted and varnished, very good tyres and generally in good condition; £350.—Apply in first instance to Iron Bridge Service Depot, Ltd., Southall 2305, who will demonstrate on owner's behalf. [2545

NAYLOR & ROOT, Ltd.—1948 Hillman Minx drop head coupe, black, brown leather, unblemished condition throughout, 6 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturdays. [2822

HILLMAN 14

1938 Hillman 14 saloon, engine overhauled, respraved, good tyres; £525.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558-2610. [3058

1939 Hillman 14, new engine fitted; £395.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [2165

1938 Hillman 14 de luxe saloon, superb condition; £445.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [3254

£495.—1939 Hillman 14 de luxe saloon, bodywork excellent, one of the finest chassis we have ever had, beautifully maintained, large 5-seater, real comfort with economy; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [3260

HILLMAN 21

A & S LIMOUSINE De luxe 1938 21hp, partition, widest occasionals, meticulously maintained, private, certified mechanically.

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair 2941. [2669

HILLMAN MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4601-5.

Hillman Cars Wanted

R

S

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

1939 or 1940 Hillman Minx saloon must be excellent condition.—Box 1014. [2937

I NEED post-war Hillman immediately.—30, Ripcroft Rd., S.W.16. Tulse Hill 2768 (day). [0759

URGENTLY required good pre-war Hillman.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [2805

BIRMINGHAM and Midlands.—Low-mileage Hillman 10 modern cars required by George Heath, Ltd., 190, 194, Newhall St., Birmingham, and Lower Temple St., Birmingham. [0083

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Hillman Cars Wanted

ROOTES Ltd.,
DISTRIBUTORS,
REQUIRE modern low-mileage Hillman cars.
BIRMINGHAM.—Low Temple St. (Central 8411.)
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3232.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)

ROOTES Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401 [0106

CASH buyers of low mileage Hillman Minxes, distance no object.—Hatton's Lord St., Southport. Tel. 2268. [0792

COWLEY MOTORS require a Phase IV saloon.—Cowley Motors, 473 Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [1793

ALBONS of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0458

RAYMOND WAY, the hire-purchase specialists, are still buying Hillmans, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0662

NOTTINGHAMSHIRE distributors Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloon and coupe.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46981. [0555

Hillman Spares and Service

NORMAND, Ltd.
HAVE your car serviced by the experts.
SATISFACTION guaranteed.
NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0337

NORTH London.
ROBERT CHIDLEY, Ltd. (Main Dealers), 658, High Rd., Tottenham, N.17. Tel. Tottenham 2920. Factory recon. engines, axles and gear boxes, all spares for Hillman from 1936 onwards, specialist tools, workshop, breakdown service and information available [0169

LONDON & COUNTIES MOTOR MART, Ltd.
HILLMAN repair specialist (30 years), well-equipped works service, reboring and complete overhauls, spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6. Renown 1183. [0676

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [0780

FOR Hillman 1936-46 mudguards, running boards.—F. Brooks, 5 and 6 Frederick Place, Brighton. Brighton 21147. [0337

HISPANO-SUIZA

37.2 Hispano-Suiza limousine, perfect condition, registered I.O.M.; nearest offer £400.—Vereker, Lower Ballahowin, St. Mark's, I.O.M. [2434

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742 [0017

HOTCHKISS

HAROLD RADFORD & Co., Ltd.,
SOLE concessionaires

1939 Hotchkiss 3½-litre Paris-Nice drop head one owner.
SALES and service

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington S.W.7. Tel. Kensington 6642 (5 lines) [0167

3-litre Hotchkiss Cabourg saloon, 1935, 4-door streamlined, showroom condition; nearest £900.—8, Bryants Hill, St. George, Bristol. [3132

Hotchkiss Cars Wanted

CHIPSTEAD MOTORS, Ltd., Cooper Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 0052. [1042

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel Kensington 6642 (5 lines). [0513

H.R.G.

HAROLD RADFORD & Co., Ltd.,
SOLE distributors for London and Home Counties, offer:—
NEW and unused H.R.G. cars available for immediate delivery.
1947 (June) H.R.G. 1100 2-seater sports, 21,800 miles.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1009

1947 H.R.G. sports 2-seater, colour blue: £650.—John Whalley, Ltd., London Rd., Bishops Stortford. Tel. 181 and 182. [0555

ROSE & YOUNG, Ltd., offer: 1948 H.R.G. 1500 2-seater, low mileage, exceptional car, black with beige leather; £765.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [3005

H.R.G. Spares and Service

CHARLES FOLLETT Ltd., have a large stock of spares.
SHOWROOMS: 18 Berkeley St., W.1. May. 6266.
SPARE parts
SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [0594

HUDSON

1936 Terraplane 17hp; £200, o.n.o.—109, Hadleigh Rd., Leigh-on-Sea, Essex. [2441

HUDSON

TERRAPLANE, 1937, two-door, right drive, low mileage, perfect condition, £10 tax; £225.—Tel. Sloane 9275. [2530

1938 Hudson saloon, leather, superb condition, guaranteed; £400; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [3244

1938 Hudson 22hp saloon, exceptionally fine condition throughout; £450, or terms.—Robin Wood Motor Works, Crystal Palace, S.E.19. Sydenham 6500. [4404

£400 or offer, Hudson Special six saloon, 1937, excellent condition, hide upholstery, seven tyres, four brand-new; sunshine roof, celluose very good; overhaul January and serviced monthly, receipts shown.—Box 0977. [2535

Hudson Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Hudson Wembley 5903. [0961

URGENTLY required, good pre-war Hudson 17.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012.

HUDSON 1939/40 17hp saloon urgently wanted for special client.—Dicks Car Sales, Ltd., 386-391, High Rd., Kilburn. Maida Vale 6868-9. [8489

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors, for Hudson reconditioned engines, spares and service, quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0566

HUMBER

CAR MART, Ltd.

1949 Humber Hawk saloon, heater, 5,000 miles; £1,755.

1948 Humber Super Snipe saloon, 16,000 miles; £1,575.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [2842

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [2515

CHARLES FOLLETT, Ltd., offer:—

1948 Humber Super Snipe saloon, gunmetal, 22,000 miles, radio, checked over and guaranteed, excellent order; £1,225.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [3064

WARWICK WRIGHT, Ltd., offer:—

1950 Humber Imperial 27hp saloon, maroon, beige leather, 5,000 miles.

1950 Humber Hawk saloon, satin bronze, red leather, radio and heater, 9,000 miles.

1949 Humber Imperial 27hp saloon, black, fawn leather, 6,000 miles.

1949 Humber Super Snipe 27hp Tickford drop head coupe, gunmetal, grey, grey leather, radio and heater, 12,000 miles.

1949 Humber Hawk saloon, quartz blue, fawn leather and cloth, 16,000 miles.

1948 Humber Super Snipe 27hp saloon, gunmetal grey, grey leather, 11,000 miles.

1948 Humber Hawk 14hp saloon, black, brown leather, 12,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [3256

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1948 Humber Snipe saloon, black, taxed, very nice condition; £950.

MARLBOROUGH Works, Kenton, Middlesex. Wordsworth 5656 and 3658.

GOLDERS GREEN—H. A. SAUNDERS, Ltd., 1950 Humber Hawk saloon, bronze.—Below:

H. A. SAUNDERS, Ltd.—1937 Humber 21 saloon.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [2592

1945 Humber 18hp saloon, colour black, brown leather, excellent condition; £850.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [1748

1936 Humber 12hp 4-door saloon, very good, £325.—Bec. 3466, after 7.30 Syd. 7675. [3116

1948 Humber Hawk saloon, beige with grey leather and cloth upholstery, 18,000 miles; £1,025.

1949 Humber Hawk saloon, satin bronze with red leather upholstery, radio, 7,000 miles; £1,465.

1949 Humber Hawk saloon, black with brown leather upholstery, 4,000 miles; £1,495.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley. (100 yds. north of Tally Ho! Corner.) HILLside 0024. [2477

C. A. PETO, Ltd.—1950 Humber Tickford drop head coupe, 7,000 miles; £1,995.—42, North Audley St., W.1. Mayfair 3051. [2747

1937 Humber 18hp saloon de luxe, roomy, very good condition, £325.—Taylor, 37, Elvaston Place, S.W.7. Western 0409. [3218

GORDON CARS (LONDON), Ltd.—1949 Humber Hawk saloon, black, 8,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [2789

HUMBER Hawk, 1947, excellent condition, mileage 19,000, wire'ess; offers.—Blackhays, 32, Corporation St., Newcastle-on-Tyne. [3307

1950 Humber Super Snipe saloon, 11,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3586. [2775

1949 Humber Super Snipe green, beige leather, radio, heater, one owner, loose covers since new.—Odeon Motors, Ltd., Barnet 4100 [1759

1949 (August) Humber Hawk saloon de luxe, metallic bronze, red leather upholstery, recorded mileage 7,000, as new throughout.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Denham 2266. [3216

1950 Humber Super Snipe touring limousine, 1,300 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3586 [2774

HUMBER

ARCHIE SIMONS & Co., Ltd.—Humber Hawk saloon, £10 tax, co-pur black, excellent mechanical condition; £865.—94, Gt. Portland St., W.1. Lan. 1343. [3059

1936 7-seater Humber Pullman limousine, excellent condition, owner driver, nearest offer; £525.—37, Grove Crescent, Kingsbury, N.W.9. Colindale 4287. [3163

1950 (Mar.) Humber Hawk saloon, Mark 5, black, brown leather, sliding head, 1 owner, 5,000 miles only, taxed Dec., brand new condition throughout, £1,650.

1949 (Aug.) Humber Hawk saloon, Mark 5, bronze, red leather, sliding head, heater, 10,000 miles; £1,495; trade enquiries welcomed.

MCKINNON MOTORS, Ltd., Langham House, 5, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 5404.

1949 (July) Humber Pullman limousine, one titled owner, faultless, 12,000 miles.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [2952

1938 Humber 27hp drop head foursome coupe, finished in green, in very good condition throughout.—Shaw Motors, Ltd., 666-670, Garratt Lane, London, S.W.17. Wim. 3051-2. [3007

595 gns.—1940 Humber 16.9hp 4-door sun saloon, superbly equipped, one owner, immaculate condition, £210 deposit.—George Clarke (Motors), Ltd., 279, Brixton Hill, S.W.2. Tulse Hill 3211. [3015

1936 Humber Pullman 7-passenger limousine, beige leather throughout, a very clean and mechanically good car; offers wanted.—Victory Garage, Primrose Gardens, Hampstead, N.W.3. Tel. Primrose 2242 [3685

1950 Humber Hawk, black with brown leather interior, 5,000 miles; £1,675; part exchanges, deferred terms, 6 months written guarantee.—Chalfants Garages, Hanger Lane, Western Ave., Ealing, W.5. Per. 6404-5. [3000

1947 Series Humber Super Snipe, one owner, in really beautiful condition throughout, offering every comfort combined with modern refinement, as new, any exam.—Seymour & Clements, Ltd., 58, Watford Way, Hendon Central, N.W.4. Hendon 2146. [3069

1947 Humber Super Snipe saloon, black, excellent condition, chromed scores, may be inspected at City Police Garage, Cambridge.—Offers in writing, endorsed "Tender for Police Car," to the Chief Constable, City Police, St. Andrew's St., Cambridge, by 30th April, 1951. [1590

1948 Humber Snipe saloon, black with brown interior, this car has been very well maintained and fitted with many extras, including radio, heater, wheel discs and a complete battery of spot and fog lamps, extra interior lamps and special rugs, this car is definitely a good investment in consideration of the present purchase tax and is offered at £1,135, terms, exchange.

BIRKETT MOTORS, Ltd., 131, Barking Rd., East Ham. Grangewood 4314. [3184

£595.—1950 Humber Special Snipe saloon de luxe, 20hp, lately owned by millionaire firm who spared no expense in maintaining this vehicle perfectly for important executive. £250 overhaul during last 18 months, fitted Dunlop Forts costing £50, this car is very rare specimen in absolutely outstanding condition, possibly not another one like this in the country; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [3285

A & S Limousines 1946/47/1948, partition, widest occasionals, black, exceptional carriages, mileages from 11,000, certified mechanically. Below:

1949 Limousine (Phase-II) partition, widest occasionals, black, small mileage, delightful condition. Seen.—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair 2941. [3070

Humber Cars Wanted

ROOTES, Ltd.,
DISTRIBUTORS,
REQUIRE modern low-mileage Humber cars.
BIRMINGHAM.—Lower Temple St. (Central 8411.)
MANCHESTER.—129 Deansgate. (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3232.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6981.

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Humber cars, sales and service.—70-72, Pentonville Rd., N.1. Terminus 1001-7.

I NEED post-war Humber immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 1288 (day) [0750

ALMOST new Humber required; cash payment.—Morley, 84, Streatham Hill, S.W.2. Tulse Hill 4468. [0842

CASH buyers of low mileage Humber Hawks, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0793

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3586. [2775

WANTED, 1949-50 Humber Hawk saloon, covenant free, low mileage, no dealer.—J. Chapman, 6, Green Park, Cambridge. [3017

BIRMINGHAM and Midlands.—Low mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham and Lower Temple St., Birmingham, 2. [0086

R. CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46981. [0555

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Humber Spares and Service

DE NORMANVILLE gearboxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2351. [0780

THE Humber Specialists for all spares.—Ring Uplands 3637. See advert. under Parts & Accessories.

JAGUAR

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

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STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0083)

GREAT WEST Rd (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS. Ltd., England's Leading Motor Agents. [0027

CAR MART, Ltd.

1950 Jaguar Mark V 2½-litre saloon, 7,000 miles: £2,350.

1947—46 Jaguar 1½-litre saloon, radio, 25,000 miles: £1,200.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1213. [2941

DICKS CAR SALES offer:—

1938 S.S. 100 3½-litre 2-seater, highly tuned, enthusiast's car: £525.—Below.

1937 S.S. 100 2½-litre 2-seater, very fast, special body: £475.

DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maida Vale 6868-9. [2814

WARWICK WRIGHT, Ltd., offer:—

1949 Jaguar 2½-litre saloon, dove grey, suede green leather, 7,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [3258

MANK EGERTON & Co., Ltd., offer:—

1949 Jaguar Mk. V 3½-litre saloon, metallic grey with grey leather upholstery, radio, etc., mileage 9,000.

14, Berkeley St., London, W.1. Regent 2073. [2708

GORDON CARS (LONDON), Ltd.—1950 Jaguar 3½-litre Mk. V saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Jaguar 2½-litre Mk. V saloon, blue.—Below.

GORDON CARS (LONDON), Ltd.—1949 Jaguar 3½-litre saloon, green.—See.ow.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 3½-litre coupé, black.—Below.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-litre saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 3½-litre saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 2½-litre saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre saloon, black.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3708

S. G. SMITH (MOTORS), Ltd., offer:—

1937 Jaguar 1½-litre sports saloon, resprayed maroon, above average condition: £345.

S. G. SMITH (MOTORS), Ltd., 15-19, East Dulwich Rd., S.E.22. New Cross 4444. [3175

SWANMORE CAR SALES, BOURNEMOUTH.

1950 Jaguar 3½ Mark V saloon, black, brown hide.

1948 Jaguar 2½ saloon, black, brown hide, low mileage.

1947 Jaguar 3½ saloon, black, 17,000 miles.

EXCHANGES and terms.—Swanmore Car Sales, 1178-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [2977

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Jaguar 3½-litre saloon, metallic grey, red leather, H.M.V. radio: £1,350.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [2248

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Jaguar Mark V 3½-litre saloon, black with brown leather, 12,000 miles: £2,100.

1947 1½-litre Jaguar saloon, special equipment, radio, 19,000 miles: £1,150.

1950 Jaguar Mark V, grey and brown, 3,000 miles: £2,250.

1949 Jaguar Mk. V 3½-litre saloon, beige and red leather, 12,000 miles: £2,000.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62807-8-9. [3160

ACLAND & TABOR, Ltd., Welwyn 431, offer with 3 months' guarantee:—

1950 (March) 2½-litre Jaguar Mark V saloon, black, brown hide, 8,000 miles, as new throughout: £1,950.

1940 Jaguar 1½-litre saloon, black, red hide, a beautifully maintained car in perfect condition: £625. [3147

£475.—1939 3½-litre Jaguar drop head coupe, in excellent order throughout.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 7931. After 6, Tulse Hill 4793. [2297

JAGUAR

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin 5348

1939 Jaguar 2½-litre foursome drop head coupe, new hood, well maintained: £595.—Below.

1948 Jaguar 1½-litre saloon, colour black, fitted disc wheels, exceptional condition: £1,050.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [2047

1948 Jaguar 1½-litre S.E. saloon, black with brown leather interior, 18,000 miles: £1,125.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley. (100 yds. north of Tally Ho! Corner.) Hillside 0034. [3470

1937 Jaguar 1½-litre saloon: £345.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [2936

JAGUAR 1950 Mark V, 8,000 miles, radio, many extras.—Rockman, Martin St., E.15. Mar. 4321. [3305

C. A. PETO, Ltd.—1948 Jaguar 3½-litre coupe, black, 12,000m.: £1,495.—42, North Audley St., W.1. Mayfair 3051. [2749

1950 Jaguar 2½-litre saloon, Mark V, black with brown leather upholstery, radio, etc., 7,000 miles: £2,050.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley. (100 yds. north of Tally Ho! Corner.) Hillside 0034. [2469

1948 Jaguar 2½-litre saloon, green, green leather upholstery, recorded mileage 25,000, H.M.V. radio and heater.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Denham 2266. [3212

1950 Jaguar 3½-litre Mark V saloon, 7,000 miles, £2,150.—Broadway Motors, 61, High St., Hounslow. Tel. 0175. [2659

1946 Jaguar 3½-litre, 27,000 miles: £995.—Silverthorne Motors, Ltd., 1015, Finchley Rd., N.W.11. Meadway 2268.

R. P. POWELL MOTORS, Ltd. for Jaguar cars. East London main agents. 321, Romford Rd., Forest Gate, E.7. Maryland 4618-9. [0700

1950 Jaguar Mk. V 3½-litre saloon, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3508. [2775

1937 Jaguar 2½-litre 20hp saloon, really above average, must be seen: £375.—A.E. Motors, Palmerston Rd., N.W.6. Mal. 4723. [3164

1949 (Nov.) Jaguar 3½-litre Mark V saloon, black with red leather, 12,000 miles only, fitted radio, immaculate condition: £1,995.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Frobisher 9601. [2526

NORMAN ROUNDHILL, Ashtead, offers 1950 Jaguar Mark V 3½-litre saloon, black, brown hide, wireless, 8,000 miles: £2,050.—Tel. Ashtead 34. [3917

1939 Jaguar 1½-litre saloon, black, perfect condition throughout: £335.—M.B. Motors, 136, New Cross Rd., London, S.E.4. Tideway 3779. [2676

NO Budget increase here; 1946-7 Jaguar 1½-litre, one private owner, works maintained: £635.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [3272

1949 (August) Jaguar Mark V saloon, black, radio, 12,000 miles: £1,895.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371

GOLDERS GREEN.—H. A. SAUNDERS, Ltd., 1948 model Jaguar saloon, special equipment, grey/grey.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [2601

1947 Jaguar 3½-litre saloon, black, brown leather, heater, negligible mileage, one owner.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [3032

1938 2½-litre Jaguar saloon, finished black, brown leather upholstery, in extremely nice condition throughout: £465.—Birkett Motors, Ltd., 72-74, High St., South Woodford, E.18. Buckhurst 2766. [3857

1947 Jaguar 3½-litre saloon, suede green with green leather upholstery, one owner, nominal mileage, overhauled, guaranteed: £1,050.—S. Morris & Co., 23-31, Edgware Rd., London, W.2. Tel Paddington 3075-6. [4691

ROSE & YOUNG, Ltd., offer 1949 Jaguar Mark V R saloon, immaculate condition, small mileage, black with pigskin upholstery: £1,865.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station) Tulse Hill 6464. [3007

1946 3½-litre Jaguar 4-door de luxe saloon, special fittings, P. hundred head lamps, demister and heater, Ace discs, etc.; bargain, £1,075; terms, exchanges.—Moreton Garage, 61, Albert Embankment, S.E.11. Reliance 4016. [3619

1950 (March) ex-covenant Jaguar Mark V 3½-litre saloon, lavender grey with tan leather upholstery and fitted H.M.V. push-button radio, one owner, low mileage, any trial: £1,950.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [3262

395 ens.—Jaguar, 1938, 3½-litre 4-door saloon, black, sliding head, leather upholstery, very good condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2955

1937 Jaguar 2½-litre, black, chrome good, coachwork very nice, brown leather upholstery, P.100s, rear axle new, gear box silent, engine original, powerful, economical, driving firm and accurate, tyres all new 6 months ago, a potent motor car: £450.—Burhouse, 19, May Rd., Swinton 1205, Lancs. [2486

1948 3½-litre Jaguar saloon, suede green, fitted discs, 11,000 miles, old tyres excellent order, one new unused and two just fitted, doors sealed against wind noise, almost new battery, oil consumption nil, magnificent car in showroom condition; price £1,275.—Salvington Lodge, Salvington Rd., Worthing. Swandown 161. [2800

1939 Jaguar 1½-litre sportsman's saloon, sunshine roof, recently reconditioned in a most beautiful and attractive heather-grey with dark blue leather interior, new carpets to match, works engine fitted 1950 practically all new tyres and battery, fitted Pye radio, chrome Ace discs, twin Lucas chrome horns, a really excellent example of "one of the finest cars of its class in the world": £375; terms and exchanges.

MAIDSTONE GNO, Co., Cross St., Pendleton, Salford, 6. Tel. Pen. 5457. [1298

JAGUAR

CAMDEN MOTORS.—Jaguar 1½-litre 14hp special equipment saloon, 1947 (March), immaculately finished in metallic grey with red leather upholstery, speedo. reading 18,500, but condition throughout would indicate much less mileage, H.M.V. radiomobile, air conditioner, demisting, extra Lucas equipment, discs and every possible extra refinement delivery of new Mark V sole reason for sale: £1,025.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1949, at first sight could easily be mistaken for 1947 model, identical features, narrow chromed waistline and fittings, mechanical condition quite up to post-war standard, brand new engine fitted, less than 3,000 miles run, a very scarce and valuable car: £895.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp foursome drop head coupe, 1938/9, original condition throughout, excellent engine, £495.

CAMDEN MOTORS.—Jaguar 3½-litre foursome drop head coupe, 1939, grey, blue leather, dark grey mohair hood, extras include twin passlights and twin trumpet horns, very attractive car, £575.

CAMDEN MOTORS.—Jaguar 3½-litre saloon, 1946 (October), finished metallic grey, special fittings, P.100 headlamps, demister, Ace discs, etc.; £945.

CAMDEN MOTORS.—Jaguar 3½-litre saloon, 1939, grey, brown leather, two owners only, fitted radio and discs, new tyres, £545.

CAMDEN MOTORS, Jaguar Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase. Easy and confidential hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom; purchasers' fares refunded from any part of the country. Showrooms open from 9 a.m. to 8 p.m. Mondays to Saturdays. [3104

Jaguar Cars Wanted

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

MANCHESTER.—1-5, Peter St. (Blackfriars 7845.)

HENLYS Ltd. England's Leading Motor Agents. [0024

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.,

URGENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62807. [3043

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers—urgently require modern Jaguar cars. Tel. Palmers Green 1205/7173. [2129

WEMBLEY COURT MOTORS, Jaguar main dealers, urgently require good Jaguar cars for cash.

WEMBLEY COURT MOTORS, High Rd., Wembley. Arnold 5221-2. [3261

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Jaguar. Wembley 2903. [0862

CITY MOTOR Co., Ltd., for your Jaguar. Tel. Sta. 3000. Seven Sisters Rd., Tottenham, N.15.

CASH immediately for good Jaguar.—H. F. Edwards, C.154, Ct. Titchfield St., W.1. Langham 0012. [2981

ALMOST new Jaguar required; cash payment.—Morley, 64, Streatham Hill, S.W.2. Tulse Hill 6464. [0844

CASH buyers of low mileage 1½-litre Jaguars, distance no object.—Hatfons, Lord St., Southport. Tel. 2056. [3758

BRITISH & COLONIAL MOTORS, Ltd., require good Jaguar cars.—Upper St. Martin's Lane, W.C.2. Tem. 3508. [2759

ALL models Jaguar from 1938 urgently required.—A. Beardmore Service, Ltd., 26, Queensway, W.2. Bayswater 0186. [2101

WANTED, 1949-50 Jaguar, low mileage, covenant free, no dealer.—Robinson, Elm Copse, Great Shelford, Cambridge. [3015

ROSE & YOUNG, Ltd.—Mark V Jaguar urgently required.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station.) Tulse Hill 6464. [3461

1946-8 Jaguar 1½-litre saloon urgently required, in good condition.—J. H. Inwards, Ltd., Main Dealers for West Middlesex, High Street, Ruislip. Ruislip 5035-4-5. [0899

Jaguar Spares and Service

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT WEST ROAD, Brentford (Ealing 3477).

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

QUICK completion of repairs. [0563

SAUL & SLATTER, Ltd., 44/46, Aldermans Hill, N.13.

FULL stock of spares; Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Palmers Green 1205/7173. [2130

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacements units and repairs facilities.—Bath Rd., Slough. Tel. 23294. [0436

R. P. POWELL (MOTORS) Ltd., East London distributors for Jaguar cars, sales, service and spares.—321 Romford Rd., Forest Gate, E.7. Maryland 4618-9.

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialized service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JEEP

1950 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8345. [0619

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch rebuilt Jeeps' detachable bodies, utilities; 24-hour service MOTORCRAFT GARAGES, Station Approach, Gunnersbury W.4 Chiswick 3013. 0621. [0241

JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0620

JEEPS, 4 by 4 standard Army type, khaki, original, as new; leaflets sent on request.—Grant Motors, 122, The Avenue, London, N.W.6. Tel. Willesden 0119. [2798

METAMET offer unique Jeep conversion for motorists; all 12 models comp.etely rebuilt, 6 months' guarantee, over 20 mpg; commercial registration optional.—100b, Belsize Lane, N.W.3. [0527

AUTOWORK, Ltd., Winchester, principal Jeep specialists, large stock, many reconditioned, long chassis utilities, trailers, spares and exchange units.—Station Hill, Winchester. Tel. Winchester 4834/3406. [2606

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. —Jeep spare parts, home and export; all spares stocked; exchange plan engine, gear box, water pump, etc., new hoods, gasket sets, brake fittings, etc., etc.—231-235, High Rd., Chiswick, London, W.4. Chiswick 1919. [0035

225 gns.—Jeep Utility (Willys), registered July, 1946, fitted 4-door 6-seater timber body, glass all round, drop tail-board, removable rear bench seat, spare wheel, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2954

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0944

Jeep Spares and Service

100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Autos (see under Jeeps). [0366

METAMET for all Jeeps, spares, exchange unit service; expert Jeep repairs; to order spares 'phone hampstead 6251.—100b, Belsize Lane, N.W.3. [0539

AUTOWORK, Ltd., WINCHESTER.—Principal Jeep stockists, all spares and exchange units; Jeeps and trailers.—Station Hill, Winchester. Tel. Winchester 4834/3406. [2607

JOWETT

HMBENTLEY & PARTNERS, Ltd.

1950 model Javelin standard saloon.

1949 Javelin saloon de luxe.

SACKVILLE House, 40, Piccadilly, W.1. Sloane 3094. [7645

CAR MART, Ltd.

1949 Jowett Javelin saloon, 9,000 miles; £1,200.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [2851

1949 Jowett Javelin saloon, green with beige leather upholstery, radio, 6,000 miles; £1,095.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley. (100 yds. north of Tally Ho! Corner.) Hillside 0024. [2476

1950 Jowett Javelin de luxe saloon, gunmetal, red leather upholstery, recorded mileage 10,000, H.M.V. radio, heater.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Denham 2395. [3209

JOWETT and Javelin main agents, spare and specialised service. — Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [2412

JOWETT Javelin de luxe saloon, 1948 (October), metallic grey, loose covers, perfect; £950.—Buntings, Jowett Main Agents, Harrow. Tel. 1908. [3202

MARRIOTTS GARAGE, Worthing, leading West Sussex agents for Javelin and Bradford. Spares (including pre-war). Service. Tel. 1563. [0575

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service. —Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0502

CLARKE'S OF PIRBRIGHT, Jowett distributors, selection of Javelins and Bradfords always in stock; overhauled in excellent condition; stock now includes two 1950 de luxe saloons, Standard saloons and one 1949 saloon.—Pirbright (near Woking), Surrey. Brookwood 2201/2. [0322

Jowett Cars Wanted

ROWLAND SMITH'S the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945

COLLIVER-FISHER, Ltd., will always buy a Javelin. —Northwood, Middx. Tel. 777 (4 lines). [0800

LOW-MILEAGE Jowett Javelin saloon de luxe.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6042 (5 lines). [7308

RAYMOND WAY, the hire-purchase specialists, are still buying Jowetts and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0863

Jowett Spares and Service

NEWNHAMS, Ltd.

JAVELIN and Bradford main agents, spares and service specialists.—Newham House, 235-9, Hammersmith Rd., W.6. Riv. 4646. [0415

MILESTONES (SERVICE GARAGE) Ltd., main agents Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2639, 308. Erith Rd., Bexleyheath. [0571

JOWETT-BRADFORD.—For quick repairs or any spares try Bunting's Jowett Agency Harrow 1909

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.

NORTHWOOD, Middx. Tel 777 (4 lines) [0909

Jowett Spares and Service

CROYDON.—Godfrey's, Ltd., for full Jowett service and comprehensive range of spares.—228-234, London Rd., Croydon. Croy. 3641. [0463

BIRMINGHAM main agents; large stock of spares.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0549

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans, spares and service.—G. W. Wilkin, Ltd. 1, Weston Park, and 64, Eden St., Kingston 2241-2. [0379

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and main agents; over 25 years' Jowett experience spares and service. [0759

LAGONDA

WIMBUSH for Lagondas.

1950 (April) Lagonda 2½-litre saloon, metallic grey with blue upholstery, extras include latest 4 wave-band H.M.V. radio, 7,000 miles; £3,250.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Frenanite 8401 [2718

BROOKLANDS for individuality.

LAGONDA Distributors; demonstration, early delivery of latest models, catalogues on request.

1939 series Lagonda V12 saloon, burgundy, exceptional throughout.

103, New Bond St., London, W.1. Mayfair 8351-6. [3075

CHARLES FOLLETT, Ltd., offer:—

1938 Lagonda 12-cylinder medium chassis saloon, gunmetal, green leather, 54,000 miles only, complete overhaul by makers recently, outstanding example; £1,450.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 1415. [3082

HAROLD RADFORD & Co., Ltd.,

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6652 (5 lines). [0264

R. & F. GRADWELL, Ltd., offer:—

1939 (March) Lagonda V12 short chassis sports saloon, fitted semi-razor-edge body by Messrs. Freestone & Webb, absolutely unmarked coachwork, finished in maroon and silver-grey, with spotless red leather interior, fitted H.M.V. radio, heater, Jackalls, ride control, automatic lubrication system, interior windscreen wipers and a host of other extras; this car has been extremely well cared for and expertly maintained since new; total mileage now being 39,000; without doubt this must be one of the most genuine and attractive Lagondas offered for sale in the whole country to-day; price £1,495.

RELIANCE GARAGE, Waterloo Rd., Blackpool. Lancs. Tel. 42458. [2456

SWANMORE CAR SALES, BOURNEMOUTH.

1935 Lagonda 3½-litre saloon.

1934 Lagonda 4½-litre saloon.

BOTH are very exceptionally carefully maintained cars.

EXCHANGES and terms.—Swanmore Car Sales, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [2576

PERFORMANCE CARS.—See our advertisement under Sports Cars. [2196

SIMMONS OF CROYDON.—See our advertisement under Sports Cars.—101a, Tamworth Rd., West Croydon. Tel. Croydon 1537. [0931

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

1938 Lagonda V12 sports saloon, small mileage, first-class history, black, green hide; £1,175. [3155

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.), offer 12 cyl. saloon, 1937 saloon; 1934 saloon.

273, London Rd., Staines. Tel. 3457-8, or (private) Walton 1562. [0287

LAGONDA 4½-litre saloon, 1935, in lovely condition, grey cellulose, P100 lamps, Telecontrols, oil consumption almost nil, many extras; £530, o.n.o; seen any time at—Marina, Allington Lane, West End, Southampton. [2534

1937 Lagonda 4½-litre drop head coupe, maroon with beige leather upholstery, completely rebuilt by Lagondas two years ago and has since run a total mileage of 10,000; a complete history of the car is available; £875.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [2275

445 gns.—Lagonda Rapide, 1935 (reg. 1936), 4½-litre pillarless 4-door sports saloon, black, sliding head, brown leather, unworn Dunlop tyres, Windtone horns, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2955

£995.—Lagonda V.12 four-door pillarless touring saloon de luxe, 1936, probably the most superb specimen of its kind in the country, special Mayfair bodywork literally immaculate in black and chrome, spacious and sumptuously appointed interior in which head room, leg room and width are satisfyingly large; all upholstery in finest quality fawn leather, special deep seating, with centre folding armrests and luxurious fittings and accessories, a one owner car, the log book showing that it has been laid up for a number of years with no supplementary petrol issued since 1946; mileage definitely of a nominal nature which is reflected in the magnificence of the mechanical condition; superlative riding comfort and stability is provided by a suspension which smoothes out the roughest of roads and which makes the car a sheer delight to drive; offered with a special written guarantee by:—

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase. Write for post-free catalogue; hire purchase; part exchanges; free delivery. Showrooms open from 9 a.m. to 8 p.m. Mondays to Saturdays. [3107

LAGONDA

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Lagonda 2-litre Continental Speed Model 4-seater, 1932-3 rebuilt at enormous cost, considered one of the best examples in the country, immaculate.—Flaxman 0052/7253/7134. [1751

Lagonda Cars Wanted

2-litre Lagonda wanted.—C. Arnold, 8, Homestead Way, Northampton. Tel. 2001. [2805

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041.

SIMMONS OF CROYDON are currently seeking a number of 2-litre Lagondas for immediate purchase; our representative will attend anywhere in Great Britain by appointment.—101a, Tamworth Rd., West Croydon. Tel. Croydon 1537 [2937

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V 12 models; service engines in stock.

LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0908

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273, London Rd., Staines. Tel. 3457/8, or (private) Walton 1562. We are open on Saturday mornings. [0217

LANCHESTER

BROWN'S for Lanchesters.

1939 Lanchester 11 sports saloon de luxe, immaculate condition; £565.

1939 Lanchester 14hp saloon de luxe, completely reconditioned engine just fitted, immaculate condition inside and out; £695.

1938 Lanchester 14hp sports saloon de luxe, same as 1939 model, independent front wheel suspension, immaculate condition; £650.

1937 Lanchester 14hp saloon de luxe, over £100 recently spent on engine and chassis, excellent condition throughout; £475.—Brown's Garage, Loughton (Essex) 4119 (Tube). [2944

THE MALL HOUSE MOTOR Co. offer:—

1935 Lanchester 12; £210; exchanges, hire purchase.—117, High St., Wanstead, E.11. Tel. Wanstead 8337. [2022

1937 Lanchester 14 de luxe saloon, overhauled and in excellent condition, guaranteed; £450.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [2823

1939 Lanchester 11hp saloon de luxe, blue and black, with blue leather upholstery; 37,000 miles, in immaculate condition; £655.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3340. [2645

1937 Lanchester 14hp saloon, two shades grey, fitted radio, excellent condition throughout; £595.—Steel's Garage, Stroud, Glos. [2485

£165.—1934 Lanchester 10hp de luxe saloon, excellent runner taxed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [4710

LANCHESTER 14 Roadrider saloon, 1937, one owner, recently overhauled and reconditioned; £425.—Beales, Horsted Keynes, Sussex. Tel. Danehill 253. [2459

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars; consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0545

1937 Lanchester 11 saloon, appearance immaculate and in excellent mechanical order, any trial; £350.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2 [7961

1939 Lanchester 11hp sun saloon, low mileage, faultless throughout (ex-Embassy car and chauffeur maintained); £595.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0813. [2550

1939 model Lanchester 14 sports saloon de luxe, l.f.s., well maintained car, taxed year and ready immediate use; £595; part exchanges and terms arranged.—Economy Car Service, Rickmansworth. Tel. 3326, 5151. [2344

295 gns.—Lanchester, June 1938, 11hp 4-door sports saloon, black, sliding head, red leather, pre-selector, excellent condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2970

Lanchester Cars Wanted

CMTHE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. [0965

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Lanchester 10s, distance no object.—Hattons, Lord St., Southport. Tel. 2268.

LONDON CARS require good used 11/14hp Lanchester saloons, later models preferred; traders also please note.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [4108

STRATSTONE, Ltd., wish to purchase Lanchester cars in good condition; prompt inspection and payment.—40, Berkeley St., W.1. (Mayfair 4404.) [9295

Lanchester Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS Ltd.—Preselector gear boxes ex change and repairs.—169 Fulham Rd., S.W.3. Kensington 7301. [0183

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens, Victoria Rise, Clapham, S.W.4 Macaulay 4199 and 6252/5

LANCIA

LANCIA Aprilia 12hp saloon, Nov., 1938, faultless mechanically and no rust or grease on body.—Onslow Bartlett, Wharfdale Garage, Ltd., Bournemouth Westbourne 64497. [2495

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia Aprilia; only first-class examples are offered; full details of current stock on request; exchanges; deferred terms.—173, Westbourne Grove, W.11. Bay. 4234. [3088

1948 (first reg.) Lancia Aprilia drop head coupe, Pinin Farina, immaculate car, 100% mechanically, £975.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2289. [3097

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Lancia Aprilia 1939 model Supperleggerio type streamlined fourseme drop head gunmetal with grey hood, late type wheels, etc.; large n. —Flaxman 0052/7253/7154. [9781

Lancia Cars Wanted

JOHN TRUSCOTT, Ltd., urgently require Lancias.

EXCEPTIONAL prices offered for low mileage really well-kept examples.—173, Westbourne Grove, W.11. Bay. 4234. [3096

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2398. [0343

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2074-5.

KEVILL-DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [0508

Lancia Spares and Service

LANCIA (ENGLAND), Ltd., sole representatives of the famous Italian company, have at times a choice of several cars for disposal, in first-class condition (including reconditioned engines); all repair work carried out by our staff of specialist mechanics and genuine Lancia factory made spare parts only used; spare parts for all models available and supplied at short notice; for information regarding used cars for sale, reconditioning, general service, technical data and latest modifications, apply to Lancia Works, Alperton, Wembley (Perivale 5656). [0520

LEA-FRANCIS

BROOKLANDS for individuality.

1949 Lea-Francis sports 2-seater, grey, small mileage, excellent condition.

103 New Bond St., London, W.1. Mayfair 8351/6. [3076

GUY SALMON AUTOMOBILES, Ltd., offer:—

1946 Lea-Francis saloon, excellent condition, £650.—Portsmouth Rd., Thames Ditton, Esher/Surrey. Elmbrook 5551-2-3. [3179

CHARLES FOLLETT, Ltd., sole distributors, London and Home Counties offer:—

1949 Lea-Francis 14hp saloon, L.P.G., black, beige leather, 1 owner, heater, checked and guaranteed.

18 Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, 12, Wellesley Ave., W.6. Riv. 1413. [3061

1948 (Sept.) sports roadster, blue, 13,000 miles, one very careful owner, £995.—Campbell, Symonds, Wembley 6862. [3094

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

12 Wellesley Ave., W.6. Riv. 1413. [0596

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0592

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [0595

Lincoln Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., urgently require all models Lincoln. Wembley 7993. [0865

LINCOLN-ZEPHYR

CAR MART, Ltd.

1938 Lincoln-Zephyr Phaeton drop head coupe, 29,000 miles, £1,045.—Car Mart, Ltd., 350, Euston Rd., N.W.1. Euston 1213. [2040

195[illegible] ens.—Lincoln-Zephyr, November 1937, Eng. V.12, 4-door saloon, blue, blue cloth upholstery, built-in headlamps, good condition, terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2956

LLOYD

GATEHOUSE offer 1950 Lloyd, immaculate condition; £425.—Gatehouse Motors, Ltd., Highgate Village, N.6. Mou. 4444.

MERCEDES

TYPE 500 K Mercedes 4/5-seater cabriolet, first registered 1940, completely overhauled and in superb condition throughout; £1,275.—Pantiles Service Garage, London Rd., Guildford 3326. [5689

Mercedes Cars Wanted

CHIPSTEAD MOTORS, Ltd., always buy good Mercedes.—Onslow Garage, 197, Fulham Rd., Kensington, S.W.3. Flaxman 0052. [5724

MERCEDES-BENZ

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3, offer:—

MERCEDES-BENZ 36/220 a/c. 2-seater.

SS. K a/c short chassis road racing 2-seater, original condition, works serviced, terrific performance; £10 tax.

MERCEDES-BENZ 500K a/c 2/3-seater, swept tail, fixed head coupe, regd. 1945, one of the prettiest cars in the country, speedometer reading, 25,000, maroon and beige.—Flaxman 0052/7255/7154. [2620

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1938 type 540K Mercedes-Benz with Offord 4-5-seater drop head body, a one owner car, in exceptionally good condition, maintained entirely by advertiser.—Victoria 8715. [3216

MERCEDES-BENZ roadster, two seats and dickey; new hood fitted, 1936 model, 16hp; subject A.A. examination; £475.—Eric Waddington, Heads Lane, Hessle, E. Yorks. [9860

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [9550

MERCURY

JOE THOMPSON (MOTORS), Ltd., offer:—

1947 Mercury saloon, colour black, fitted radio and heater, guaranteed 16,000 miles, one owner.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Microlins). Ken. 4858. [1760

M.G.

RIPCO, Ltd., offer:—

1949 M.G. TC 2-seater, red, red leather, bumpers, oil cull, wind tone horns, etc., 6,000 miles, one owner.

1949, another M.G. T.C. 2-seater, cream, red leather, one owner.

1950 M.G. 1½-litre saloon, satin bronze, maroon leather, 6,000 miles, one owner.

ALL the above and many other small mileage used M. cars are inviting your inspection at Ripco, Ltd., 16, Somerset St. Regent 2952-3-4. [9080

LONDON CARS offer:—

1939 1½-litre M.G. sports tourer, maroon, immaculate, fine performer; written guarantee; £525.—London Cars, 502-5, Greenford Rd., Greenford, Middx. Waxlow 2643. [2975

NAYLOR & ROOT, Ltd.

1947 M.G. TC sports 2-seater, black, green upholstery, exceptions, condition throughout, fine performance; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [2924

WOODBAIN CARS offer:—

£225—M.G. 12hp N-type Magnette open sports 2-seater, really fast job with new hood and excellent tyres.

£155—M.G. 8hp J.1 open sports 4-seater, just being recored and having crank recorund, new parts in steering box, new brake cables, etc.; paintwork fair; a snip at this figure.

£115—M.G. 8hp open sports 2-seater with 4-speed gearbox; really goes, sound hood, etc.

TERMS.—Woodbain Cars, M.G. Specialists, 6 & 10, Eton Garages, Eton Avenue, Swiss Cottage, N.W.3. Primrose 9455. [2965

TOM GARNER, Ltd., offer:—

1950 M.G. 1½-litre saloon, maroon with beige leather, 6,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 8265-6. [2514

DICKS CAR SALES offer:—

1948 M.G. 1½-litre sports saloon, low mileage, fitted radio; £950.

1937 M.G. 10hp sports 2-seater, really immaculate, many extras; £395.

DICKS CAR SALES, Ltd., 395-401, High Rd., Kilburn, Maida Vale 6088-9. [1284

WARWICK WRIGHT, offer:—

1949 M.G. 1½-litre saloon, black, red leather, 6,000 miles.

1950 M.G. 1½-litre saloon, maroon, beige leather, 4,000 miles.

WARWICK WRIGHT, Ltd., 130, New Bond St., W.1. Mayfair 9761. [1407

PHILIP RICKARDS offer:—

1950 M.G. 1½ saloon, black, 9,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/9. [2568

SIMMONS OF CROYDON (Croydon 1537)

M.G. Cream Cracker team car, 1937/8, 10hp fitted with beautifully modified P.C. coachwork and full weather equipment, that job has been stripped down to the last nut and bolt, and rebuilt under the £10 tax; the engine is not yet run-in and bills are available for inspection for upwards of £250. £450

SIMMONS OF CROYDON, 101a, Tamworth Rd., West Croydon. Tel. Croydon 1537. [2630

PERFORMANCE CARS.—See our advertisement under Sports Cars. [2164

1949 (Oct.) M.G. 1½-litre saloon, one owner, 11,000 miles; £1,175.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [3024

GORDON CARS (LONDON), Ltd.—1950 M.G. T.D. 2-seater, 6,000 miles.—Gordon House, 575, Euston Rd., N.W.1. Euston 8511. [2797

MAGNA F 1933 saloonette, sun roof, good tyres and battery; £125.—Bromley, Kent, Box 1057. [3142

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 5348.

1949 September M.G. T.C., 15,000 miles; £775.—Morris, "Ryeluns," Wergs Rd., Wolverhampton 25254.

1947 M.G. T.C. tourer, 16,000 miles, black/fawn.—Tickford, Ltd., 6, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [2512

1950 M.G. 1½ saloon, mileage 3,900, satin bronze, immaculate.—Warner, Pakhoi Lodge, West Moors, Dorset. Tel. Ferndown 401. [3094

1950 (April) M.G. 1½-litre saloon de luxe, maroon, beige leather upholstery, recorded mileage 5,700, in new condition throughout.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Denham 2286. [3207

M.G.

1949 (Nov.) 2-seater M.G., red, 5,000 miles only, genuine as new; £875.—John Gray, 20, Hermitage Lane, N.W.2. Spedwe. 1242. [2898

425 ens.—M.G. Midget 1939 10hp T 2-seater, metallic green, tan leather, excellent condition; terms, exchanges.—Rowland Smith, Ge.ow.

295 ens.—M.G. Midget 1935 8hp P 2-seater, black, red leather, very good condition; terms, exchanges.—Rowland Smith, Ge.ow.

195 ens.—M.G. Midget 1934 8hp P 4-seater, red, good tyres; terms, exchanges.—Rowland Smith, Ge.ow.

545 ens.—M.G. 1939 2.6-litre foursome drop head coupe, dark red, red leather, wire discs, Windtone horns, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2969

1946 T.C. 2-seater in black, a beautiful car, one owner; accept £595.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5601

CASH'S MOTOR MART.—1939 M.G. 1½-litre sports saloon, engine just reconditioned, recolumned grey, written guarantee.—5, Warren St., W.1. Euston 4110. [2658

1939 M.G. T.A. model, colour black and grey, modernised throughout, many extras, £485.—Dunn's Garage, 154, West Hill, Putney, S.W.15. Putney 0596. [2644

1949 M.G. 2-seater, exceptional cond. inside and out, one particular owner; accept £775.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [3169

M.G. 12hp sports 2-seater, cream and red, reconditioned throughout, immaculate; £295.—Harry Nash Motors, Ltd., 248, King St., Hammersmith. Riverside 2837-8. [3039

250 miles only, 1949 Dec., M.G. T.C. sports 2-str., black, red leather, one owner, not taxed 1950 or 1951, just a brand new car; £1,050; trade enquiries welcomed.

MCKINNON MOTORS, Ltd., "Langham House," 5, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 5404. [9561

1946 T.C., recon. engine, resprayed, cream and red, Shorrock supercharger and extras, best offer over £575.—Tel. Tot. 3160. C. B. Grant, 75, Durham Rd., Tottenham, N.17. [3290

ROSS & YOUNG, Ltd., offer: 1949 M.G. TC, finished in grey, £495; October 1949 TC models in stock.—59-69, Sternnold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [1605

1949 (April) T.C. M.G. 2-seater sports, 20,000 miles, black, one owner, excellent condition; exchange for 1950 saloon of same year or later.—John R. Lanes & Co., 31, Brighton Rd., S. Croydon. [3051

1949 (Feb.) M.G. 1½ saloon, black, with green leather, R.M.V. radio, 15,000 miles, as new; £1,050.—Gibbons Sports Cars (Christchurch), Ltd., Lymhurst Rd., Christchurch, Hants. Tel. 1661. [1929

MAYFAIR GARAGES, Ltd.—July 1950 T type sports 2-seater, red leather, excellent all-weather equipment, 5 good tyres, well cared for by previous owner, outstanding condition throughout; 3 months' guarantee; £495.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges close), Mayfair, W.1. Mayfair 8104/5; open 9-6, Sats. 9-12.

J.2 M.G., just resprayed, cream with green wheels, new crankshaft 2,000 miles ago, rewired throughout, low pressure wheels and tyres, very fast, good hood and screens; £210.—Angmering Garage, Sussex. Tel. Rustington 47. [2706

1949 (November) M.G. T.C. 2-seater, green and chromium, fawn leather, one ownership, really immaculate, thoroughly recommended, written guarantee; terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom 9400. [2870

SPEEDSTERS, Ltd.—31,805 miles recorded; 1936 model 2-litre M.G. saloon, 33 miles since recore, new pistons, crankshaft ground, new bearings, crankwork back and chrome, red hide, new first-grade tyres, new batteries, special shock absorbers, re-lacquer, upholstery, carpets, paint and fabrics precisely as brand new, virtually maintained in brand new condition.

SPEEDSTERS, Ltd.—1½-litre 1938 M.G. saloon 12hp, taxed for the whole year, brand new Dunlop and Michelin tyres all round, built-in hydraulic jacks, outstanding mechanical condition.

SPEEDSTERS, Ltd.—30,737 miles recorded; 1½-litre 1937-38 M.G. 12hp open 4-seater, cream, with red hide, new tyres all round, taxed for the season, original cellulose, upholstery and chrome quite unmarred, built-in jacks, new battery, new Hartford absorbers, everything precisely right, exceptionally fine specimen.—Offices at Old Stradleys, Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 630. Pre-Budget prices on present stock. [5062

£495—M.G. 10hp special airline sportsman's coupe, series T.A., one of the very very few to be produced late pre-war and quite the most unique specimen we have ever handled; one owner in 1950 one other since; complete history known right from the date of the first registration, a colossal sum has been spent on overhauls, special tunings and modifications and bills for over £250 worth of work are available for inspection, including rebore and sleeve, reground crankshaft, etc.; practically all the work being carried out at the M.G. works at Abingdon; service charts and data, together with performance graphs are available and amongst the many unique features embodied are a special high ratio 4 1-1 rear axle (standard C.W. and P. also available), special low-pressure tyres with wheels to suit, Bentley-styled instruments in mahogany dash and Andre telecontrol shock absorbers, etc., etc.; the graceful and stylish lines alone make this car a more than worth-while proposition, whilst its magnificent history, every word of which can be substantiated, places it in a class right outside any other M.G. to be offered to-day; guaranteed in writing by:—

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase; write for post-free catalogue; hire purchase, part exchanges; free delivery. Showrooms open from 9 a.m. to 8 p.m., Mondays to Saturdays. [3105

M.G. Cars Wanted

RAYMOND WAY, the hire-purchase specialists, are still buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6944 (10 lines). [0865

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G. Cars Wanted

CMT.—THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted, must be perfect condition.—369, Neasden Lane, N.W.10. Gladstone 2088. [7643

M.G. T.C. required, preferably from private owner.—61, Elwill Way, Beckenham, Kent. [2527

CASH immediately for good M.G.—H. F. Edwards, 28, Upper High St., Epsom 9400. [2871

ALMOST new M.G. required; cash payment.—Morley 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0949

APPROACH us first before disposing of your M.G. car.—Tanzard & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 3291-2-3. [2984

URGENTLY required, low mileage 1946-50 M.G. 1½ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1661. [1696

M.G. 2-seater 1933 J2 or blown J4, engine and paintwork immaterial, chassis, body mechanically sound.—Knapp, 3, Church Terr., Henfield, Sussex. [3118

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges Cock), Mayfair, W.1. Mayfair 3104-5. Particularly good buyers of all models M.G. Telephone or write for buyer to call. [0696

ROSE & YOUNG, Ltd.—Wanted, small mileage T.C. or T.D. M.G. urgently.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [7974

M.G. Spares and Service

UM Ltd.,

THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., Mayfair, W.1. Tel. Grosvenor 4141. [0505

M.G. spares.—Vertical drives, rockers, valves, rear springs, front aprons, rear tanks, J2 windscreens, chromium plated luggage grids, M type clutch guards, prompt and courteous service; see P. & A. column.

DERRINGTON, 159, London Rd., Kingston 5421-2. [0966

M.G. engine, axle, gear box, reconditioning, recon. exchange (cocks, cranks, rockers, v/drive, dynos, etc.); new rocker shafts, bushes, valves, guides, springs, gaskets, wire wheels supplied and repaired road springs, new and reconditioned.—A. F. Witham, Queens Garage, Queens Rd. Wimbledon (Station), S.W.19. Liberty 3089. [0435

TOULMIN MOTORS specialise in M.G. and M.G. cars only, repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N, Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available, we specialise in racing spares.

WRITE or 'phone Toulmin Motors, The Roundabout, Hanworth, Middlesex. Tel. Molesey 4691. [0349

MORGAN

425 gns.—Morgan 4/4, August 1950, 10hp drop head coupe, black leather upholstery, good tyres, 2 spare wheels, carefully used, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2957

Morgan Cars Wanted

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

RAYMOND WAY, the hire-purchase specialists, are still buying Morgans and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0866

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs; Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [0728

MORRIS MINOR

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Morris Minor tourer, colour black; £715.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

PHILIP RICKARDS, Ltd., offer:—

1950 Morris Minor tourer, black, 4,000 miles, as new.

1949 (Dec.) Morris Minor saloon, green, 6,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [2566

CHARLES RICKARDS, Ltd., offer:—

1950 (Mar.) Morris Minor tourer, black, one owner, choice of three, in excellent condition, from £765.

ALSO good selection of genuine low mileage cars offered with our 3 months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [2555

D. J. SHEPHERD & CO. (ENFIELD), Ltd.

1949 Morris Minor tourer, grey with beige upholstery, mileage 12,000, showroom condition, taxed 'til December; £720.—D. J. Shepherd & Co. (Enfield), Ltd., 456, Hertford Rd., Enfield. Howard 1631.

MORRIS Minor tourer, 1949, grey/beige; £750.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [3044

MORRIS MINOR

MORRIS Minor 2-str., a sound bargain; £145.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [3629

GOLDERS GREEN.—H. A. Saunders, Ltd.—1949 Morris Minor tourer, 2,000 miles,—144, Golders Green Rd. Spe. 0011; open 9 a.m.-9 p.m. [2586

1950 Morris Minor tourer, colour grey, leather Dunlopillo upholstery, loose covers, Windtone horns, 7,000 miles, immaculate condition throughout.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Hampstead 4414. [3309

1950 (March) Morris Minor saloon maroon, fitted loose covers; £835.—Vanderwells (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [3704

1950 Morris Minor tourer, fitted new motorola radio, one owner, small mileage, immaculate throughout; £735; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5828 and 5774. [4945

Morris Minor Cars Wanted

CMT.—THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716

I NEED post-war Morris Minor immediately.—31, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0745

MORRIS Minor saloon required, small mileage; cash.—14, Gillhurst Rd., Harborne, Birmingham. Harborne 2361. [2801

MORRIS EIGHT

J. CORYTON, Ltd.

USUALLY have an 8hp Morris for sale; for details telephone.

139 148, Fulham Road, S.W.3. Ken. 1410. [8245

JACK STONE & SON offer:—

1938 9 Morris 8 black saloon, recently overhauled, very smart and attractive economical car; £515; terms.—221, Upper Richmond Rd., Putney. Tel. day and night, Putney 1054-5, 2276-7. [3192

MONTROE MOTORS offer:—

1939 Morris 8 tourer, black, excellent condition, choice of two; £385.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2

JARVIS & SONS, Ltd., offer:—

1947 Morris 8 2-door saloon, sliding roof, leather upholstery, black; £615.—Morris House, Morden Rd., S.W.19. Liberty 4656. [2376

MORRIS 8 1939 2-door saloon, black; £400.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [3045

1946 (November) Morris 8hp sun saloon, mileage 14,800; £595.

HILLINGDON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [2662

MORRIS 8 1939 4-door saloon, body sound and clean, mechanically good.

LAWSON PIGOTT MOTORS, Ltd. (Vauxhall Dealers), 320, King St., Hammersmith, W.6. Tel. Riverside 4111 and 166, East Barnet Rd., New Barnet. Barnet 8044 and 2355. [1745

1937 Morris 8 saloon 4-door, taxed year; £260.—Tel. Bushey Heath 1137. [3086

1939 Series E tourer, black, good condition, new engine, nearest £560. Tel. Bristol 37913, after 7 p.m. [2791

275 gns.—1938 Morris 8 de luxe saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [2976

£265.—Morris 8 1938 2-dr. sln., sldg. roof, leather interior, very good mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [2464

1938 Morris 8 2-seater, perfect, guaranteed; £265; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [3246

1935 Morris 8 2-seater tourer, good runner, bodywork fair; £95.—Bartlett, 226, Fulham Rd., S.W.10. Fla. 7503. [3291

1936 Morris 8 4-door saloon, blue/black; £195.—1, Haslemere Rd., Bexleyheath, Kent. Bex.eyheath 6626. [3120

1937 Morris 8 saloon, 4-door, very good condition, repainted; £375.—7, Stanhope Mews West, Gloucester Road, S.W.7. [2455

1947 Morris 8 sunshine saloon, immaculate condition; £550.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [2660

1939 Morris 8 saloon de luxe, green, with green interior, original paintwork, recently fitted with reconditioned engine, £425.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [3226

1946 (Oct.) Morris 8 2-dr. d.l. sal., black, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [2507

1939 Morris 8 4-door sliding head saloon, very good condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [2677

1948 (September) Morris 8 4-door saloon, in immaculate condition, one owner, any trial; £650.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1353

1938 Morris 8 saloon, sliding roof, very clean, £325; also 1937 Morris 8 saloon, good sound car, £295.—46, Pancras Garages, Ltd., Judd St., W.C.1. Terminus 6115. [3160

TANKARD & SMITH offer:—1940 Morris 8 4-door saloon, one owner from new, in immaculate condition; £495; 3 months' guarantee.—97, Peckham Rd., S.E.15. Rodney 2051. [2642

MORRIS EIGHT

1935 Morris 8 two-door saloon, excellent condition throughout; £325.—South Western Garage, Ltd., Station Yard, New Malden. Malden 1212. [2710

NO budget increase here.—1938 Morris 8 4-seater, green and black, loose covers, good hood and side curtains, etc., £285.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [3274

1940 Morris 8hp saloon, just been recellulosed in a most attractive maroon with black wings, the bodywork is unmarred and is equal in every detail to a post-war car, the interior is upholstered in hide and is fitted with new carpets, the performance of this car leaves nothing to be desired and will average over 40mpg, taxed until 1952, a most beautiful and recent example of this popular car, any trial, £395, terms and exchanges.

MAIDSTONE ENG. Co., Cross St., Pendleton, Salford, 6. Tel. Pen. 5457. [3297

Morris Eight Cars Wanted

I REQUIRE post-war Morris 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0747

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 8s; distance no object.—Haltons, Lord St., Southport. Tel. 2264.

REQUIRED urgently, post-war Morris 8.—Lyne, Frank & Wagstaff, 3-5, Crouch End Hill, N.8. Mountview 4403. [2659

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0867

MORRIS TEN

JARVIS & SONS, Ltd., offer:—

1948 Morris 10 saloon, 10,000 miles, colour black, an exceptional car; £815.—Morris House, Morden Rd., S.W.19. Liberty 4656. [2377

1947 Morris 10 saloon, black, low mileage; £695.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1446

1948 Morris 10 4-door saloon, well maintained; £825.

GEORGE NEWMAN & Co., 359, Euston Rd., N.W.1. Euston 4806. [3026

1948 Morris 10 saloon, black, one owner, radio; £765.—Grove Motors, North Rd., Southall 5477. [2338

1939 Morris 10 saloon de luxe, black with blue leather upholstery, very nice appearance, excellent chassis; £465.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [3228

1946 Morris 10 sln., beautiful condition; £635.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [3628

1947 Morris 10 sa.oon, very moderate mileage, excellent condition; £725 or terms.—Robin Wood Garage, Crystal Palace, S.E.19. Sydenham 6500. [3236

1947 Morris 10, black, brown leather, immaculate; £775.—Henson Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1425-4. [1776

1939 Morris 10 saloon, black with green upholstery, superb condition throughout, guaranteed; £450.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [2524

Morris Ten Cars Wanted

URGENTLY required, post-war series M Morris 10 sa.oon.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4403. [6801

POST-WAR Morris 10 Series E wanted.—Bowen, Hillside Garage, Edgware. Tel. Edgware 4464-5.

I NEED post-war Morris 10 urgently.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day). [0744

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 10s; distance no object.—Haltons, Lord St., Southport. Tel. 2264.

ALMOST new Morris 10 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 3483. [0945

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [0868

MORRIS TWELVE

C. A. PETO, Ltd.—1936 Morris 12 sal., blue; £300.—42, North Audley St., W.1. Mayfair 3051. [2745

1939 Morris 12, black/brown leather, one owner since new, very nice car; £475.—L. F. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd., Woking 1282. [3346

WALTER SCOTT, Ltd.—1938 Morris 12 de luxe saloon, black, blue leather, excellent condition; £385; exchanges, terms.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [3027

£525.—1940 Series Morris 12 de luxe saloon, bodywork literally like brand new, interior excellent, vehicle recently overhauled and passed 100%, ideal family car 5-seater, good performance, excellent economy.—Below.

£335.—1937 Morris 12 saloon, good all-round condition, black with green leather; 3 months' guarantee; hire purchase; exchanges.

LAMBS of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6231. [3278

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0869

MORRIS FOURTEEN

MORRIS 14hp, 37/38, new engine, immaculate; £295; exchange V.8.—95, Monarch Parade, Mitcham. [3204

MORRIS 14hp, 1937-8, new engine, immaculate; £295; exchange V.8.—95, Monarch Parade, Mitcham. [3304

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS FOURTEEN

375 gns.—1939 Morris 14 4-door de luxe sun saloon, black, brown hide upholstery, roomy luxurious car; £135 deposit.—George Clarke (Motors) Ltd., 279, Brixton Hill, S.W.2. Tulse Hill 5211. [1051

MORRIS TWENTY-ONE

1950 Morris 21, 7,500 miles, exceptionally clean car.—Basil Ray, Ltd., 161, Gt. Portland St., W.1. Langham 7735. [2682

MORRIS TWENTY-FIVE

£295.—1939 Morris 25 saloon, guaranteed; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [2915

MORRIS OXFORD

JARVIS & SONS, Ltd., offer:—

1950 Morris Oxford saloon, 4,500 miles only, colour green with green leather, a spotless car and taxed year; £1,150.—Morris House, Morden Rd., S.W.19. Liberty 4656. [2376

WARWICK WRIGHT, Ltd., offer:—

1950 Morris Oxford saloon, grey, brown leather, 6,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [3865

GOLDERS GREEN.—H. A. Saunders, Ltd.—1950 Morris Oxford saloon, grey/beige.—Below.

H. A. SAUNDERS, Ltd.—1950 Morris 10 saloon, black/brown.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [2587

C. A. PETO, Ltd.—1949 (Oct.) Morris Oxford sal., grey; £975.—42, North Audley St., W.1. Mayfair 3051. [2745

1949 (November) Oxford saloon, black, mileage 7,000, heater, covers, etc., as new; £1,100.—Cranmore, Tel. 2040 Potters Bar. [3069

1950 model Morris Oxford, stone grey, 7,000 miles; trade enquiries welcomed.—H. C. Paul, Ltd., 33, Bruton Pl., W.1. Mayfair 0821-2. [7821

1950 Morris Oxford saloon, 10,000 miles, radio; £1,150.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [2789

IMMACULATE 1949 Morris Oxford saloon, green, fawn upholstery, beautifully maintained and quite unmarked, thoroughly recommended; written guarantee; terms, exchange.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2890

Morris Oxford Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717

I REQUIRE post-war Morris Oxford urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0749

MORRIS SIX

1950 Morris Six, heater, year's tax, 2,000 miles only; £1,275.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [1757

1950 saloon, black, H.M.V. radio, heater, loose covers, carefully serviced.—Campbell Symonds, Wembley 6863. [3301

1949 (Sept.) Morris Six saloon, 11,000 miles, fitted heater and radio; price £1,175.—Ormskirk Motors, Ltd., Coutts Road, Ormskirk. Tel. 1015. [2445

1950 Morris Six saloon, green, green leather, 7,000 miles only, spare unused, one owner.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [

1950 Morris Six, green, leather upholstery, 7,000 miles, immaculate; £1,255.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [2655

MORRIS MISCELLANEOUS

CAR MART, Ltd.:—

1950 Morris Minor tourer, 12,000 miles; £795.

1950 Morris Oxford saloon, 4,000 miles; £1,265.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [2839

TAXIS, choice of several 6-cylinder ex-London taxis, all selected specimens, from £395.

WADCOL MOTORS, 150/6, West End Lane, N.W.6. Hampstead 1177. [2496

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—192, King's Rd., S.W.3. Tel. Fat. 4404-3. [0679

MORRIS cars, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars.—Maudes of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541. [0105

Morris Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767.

WANTED, bullnose Morris.—Rothwell, Hideaway, Camden Place, Bourne End, Bucks. [3269

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris. Wembley 3903. [0670

CASH buyers of low-mileage Morris Minor, Oxford and Six; distance no object.—Hottons, Lord St., Southport. Tel. 2268. [0798

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. [0814

APPROACH us first before disposing of your Morris car.—Tankard & Smith, Ltd., 226-232, High Rd., E.15. Stamford Hill 3291-2-3.

Morris Spares and Service

DALSTON MOTORS for Morris service and spares. 1934-49 models.—517, Kingsland Rd., Dalston, E.8. Clissold 4945.

FOR Morris mudguards, running boards, 1930-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147.

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6866, for Morris spares, sales and service.—309, Balham High Rd., S.W.17. [0521

NASH

SIMPSON'S MOTORS offer:—

1947 Nash, genuine post-war car, right-hand drive, radio and heater, seat covers, white-wall spats, moderate low mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists). Wemb.sy 3903. [0965

Nash Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Nash. Wembley 3903. [0963

OLDSMOBILE

R. J. SHANKS & Co., Ltd., established 1897, Baker St., Weybridge, Surrey.

£350.—Oldsmobile foursome drop head coupe, complete engine and steering overhaul at a cost of £200 first registered 1936 and possessing a modern appearance, excellent value.—Tel. LIT. [5311

DISTRIBUTORS (RAWLENCE), Ltd., Sales, Service and spares, Blindley Heath, Nr. Lingfield, Surrey. Tel. Lingfield 330-1.

1939 6cyl. Oldsmobile saloon, in exceptional condition, £625.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, Nr. Lingfield, Surrey. [0113

1949 model 8-cylinder Oldsmobile saloon, hydromatic drive, radio and heater; £2,250.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [1775

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties: Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0576

Oldsmobile Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Oldsmobile. Wembley 3903.

BRITISH & COLONIAL MOTORS, Ltd., require good Oldsmobile cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2768

OPEL

395 gns.—Opel Kapitan 1940 2½-litre foursome drop head coupe, black, red leather, built-in head lamps, Philco radio, carefully used, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6341.

1938 Opel 12hp Cadet saloon, 4-seater, the bodywork of this car is absolutely unblemished and has just been reconditioned black, fitted new engine 1950, only limited small mileage since, all new tyres, also fitted new twin chrome spotlamps, heater and radio, a most excellent example of this model, genuine 32mpg and 70mph, taxed for the year; £295; terms and exchanges.

MAIDSTONE ENG. Co., Cross St., Pendleton, Salford, Manchester. Tel. Pen. 3457. [3896

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tul. 3664. [0056

Opel Spares and Service

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266, 4944.

REPAIRS, new crown wheels and pinion, spares; reconditioned engines, suspensions, etc.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 2847. [0045

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, Opel Cadet crown wheels and pinions now in stock; quotations.—Stockwell Rd., S.W.9. Bri. 6251. [0733

PACKARD

JOE THOMPSON (MOTORS), Ltd., offer:—

1939 Packard 6 drop head coupe, colour black, low mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

1947 Packard Clipper (reg. 1948) 4-door de luxe saloon, £1,625.

GEORGE NEWMAN & Co., 589, Euston Rd., N.W.1. Euston 4466. [3085

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400.

PACKARD sole concessionaires offer a selection of approved late model Packard cars.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0982

£250.—1936 Packard 120, resprayed.—Monahan Motors, 594, London Rd., Thornton Heath. 5081. [2372

1938 Packard 6 saloon, leather, guaranteed; £350; payment.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [3245

TANKARD & SMITH offer: 1937 Packard 115 convert- ible coupe, finished in ivory, with maroon mohair head, fitted radio, £490, 3 months guarantee. 97, Peckham Rd., S.E.15. Rodney 2051. [3640

CAMDEN MOTORS.—Packard 30hp foursome drop head coupe, 1938, metallic grey finish, green upholstery, fitted twin passlights and push-button radio, etc., good hood and tyres; outstanding opportunity at £495.

CAMDEN MOTORS.—Packard Super 8 34hp limousine, 1938, full 8-seater body, three-seater face forward occasional seats, winding division and heater, a very magnificent specimen; £795.

CAMDEN MOTORS, Packard, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Nearly 400 cars ready for inspection and immediate purchase; write for post-free catalogue, hire purchase; part exchanges; free delivery; showrooms open from 9 a.m. to 8 p.m. Mondays to Saturdays. [3110

CHIPSTEAD MOTORS Ltd., 197, Fulham Rd., Ken- sington, London, S.W.3.—Packard 8-cyl 1938 fitted with very beautiful 2/4 seater fixed head coupe body, white with red leather, whole car indistinguishable from new. Flaxman 0052/7253/7154. [2619

325 gns.—Packard 8 1937 model 34hp 4-door touring saloon, black, grey cord upholstery, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2959

A & S LIMOUSINES 1937/38/1939, partition, widest occasions, black, selected carriages, certified mechanically. Seen:—ALFK & SAUNDERS (100 Limousines): Lists posted: Providence Court, Grosvenor Square, Mayfair 2841. [2671

Packard Cars Wanted

ROWLAND SMITH'S, the Packard buyers.—Hamp- stead High St. (Hampstead Tube). Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard. Wembley 3903. [0671

CASH immediately for good Packard.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2889

JOE THOMPSON (MOTORS), Ltd., Packard special- ists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0908

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionaires, require 1938-9 Packard cars for reconditioning.—Great West Rd., Brentford, Middlesex. Ealing 3400. [0191

PACKARD or Cadillac 4-door tourer 1938-39 wanted, engine, chassis and springs must be in first-class condition and spare parts easily obtainable; car must be open to A.A. inspection; no dealers.—Box 1046. [2818

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard special- ists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0905

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0869

PEUGEOT

1938 model Type 402 17hp four-door saloon, fitted with exceptionally roomy body; small mileage, new tyres and tubes and 2 new batteries; £495.—Tom Knowles, 19 Brick St., Piccadilly, W.1. (Mayfair 5848). [2554

PONTIAC

JOE THOMPSON (MOTORS), Ltd., offers:—

1949 Pontiac Silver Streak saloon, R.H.D., colour blue, fitted radio.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

£550.—1939 (June) Pontiac 29hp de luxe saloon, black, excellent runner, very clean condition, unworn tyres.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480. [2105

1947 Pontiac 4-door saloon, 15,000 miles, right hand drive; £1,950.—Acres Auton, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 2211 and 2212. [2975

PONTIAC 1939 Silver Streak drop head coupe, original condition throughout, dual brown, new tyres, radio, loose covers, in exceptional condition; a really outstanding motor car; £675.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [1595

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac. Wembley 3903. [0672

BRITISH & COLONIAL MOTORS, Ltd., require good Pontiac cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2767

Porsche Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volks- wagen people, now announce service, repairs, etc., for the Porsche.—Tel. Ripley 2361. [0629

RACING CARS

SIMMONS OF CROYDON (Croydon 1537).

DUESENBERG, the ex-Scuderia Ferrari Whitney Straight Indianapolis car, single-seater, now equipped very highly modified American V.8 by Layrall, 2 axles, racing pre-change box, extremely volatile, this classic and historic racing car has never been registered; enquiries to office.

SIMMONS OF CROYDON, 101a, Tamworth Rd., West Croydon. Tel. Croydon 1537. [2880

RICHARDS & BROWN, agents for Kieft Cars, 2, Rangers Rd., Bromley, Kent. Tel. Ravensbourne 7467 or 6472. [3276

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 98 and 1,100cc formula racing cars. [0621

JULY 1950, Cooper 500cc complete with Burman gear box; nearest offer to £450; 500cc 4-stud J.A.P. engine available if wanted.—New Central Garage, Liskeard 3121, Cornwall. [2725

KIEFT Formula III racing cars, fastest and most reliable in the world, first season successes include fourteen International Class I and J records at Montlhéry, from 50 kilos to 200 miles.

DEMONSTRATIONS and specification by personal visit to the works of agents (sorry, no photographs).

PRICES from £385 including J.A.P. Four Stud engine.—Kieft Cars, Bridsend Trading Estate, Wales. Tel. Bridgend 950. [0526

RAILTON

1936 Railton saloon, fitted radio.—Autowork Ltd., Winchester. Tel. Winchester, 4654/5406. [2611

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6755. All models up to 1947. 17hp, 21hp, 23hp coupes, saloons, tourers. [5467

1940 Railton 23hp roomy saloon, rebored in excellent condition throughout.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., W.6. Riverside 7644. [1839

Railton Cars Wanted

A-ONE MOTORS (LONDON), Ltd., 260, Belgrave Rd., S.W.1, always buyers of good Railtons. [0276

CASH immediately for good Railton.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2885

RAYMOND MAYS SPECIAL

1939 Raymond Mays four-seater drop head coupe, one owner, privately owned, by original owner, genuine mileage 28,000; 20hp 8-cylinder engine, I.F.S. by Peter Berthon, special body by Carlton Carriage Co., premier coachwork award 1939 Welsh Rally; carefully maintained; fast, comfortable.—Frideaux-Brune, Thrift Wood, Lympsfield, Chart 3290. [2795

RENAULT

RENAULT cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 8658.

WELHAMS RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton Elmbridge 1673, have a small selection. [0126

Renault Cars Wanted

RENAULT 760, price, particulars.—Holgate, 24, Northway, Maghull, Lancs. [2816

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873. purchase all models. [0127

RILEY

CAR MART, Ltd.

1949 Riley 2½-litre roadster, radio, 15,000 miles; £1,670.—Car Mart Ltd., 150 Park Lane, W.1. Grosvenor 3434. [2838

BROWN'S for Rileys.

1947 Riley 1½-litre saloon de luxe, radio, immaculate condition; £995.—Brown's Garage, Loughton (Essex) 4119 (Tube). [3466

DICKS CAR SALES offer:—

1936 Riley 1¼-litre Kestrel saloon, fitted special series engine; £450.

DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maida Vale 6888-9. [0635

BROOKLANDS for individuality.

1949 Riley 1½-litre saloon, maroon, heater, small mileage.

103 New Bond St., London, W.1. Mayfair 8351-6. [3077

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Riley 1½ saloon, black/green leather, immaculate; £1,065.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [1401

PERFORMANCE CARS.—See our advertisement under "Sports Cars." [2188

GORDON CARS (LONDON), Ltd.—1949 Riley 2½-ltr. sal., bronze/brown ltbr.—Below.

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-ltr. sal., green/fawn cloth.—Below.

GORDON CARS (LONDON), Ltd.—1948 Riley 2½-ltr. sa., green/fawn cloth.—Below.

GORDON CARS (LONDON), Ltd.—1947 Riley 2½-ltr. sal., black, red ltbr.—Below.

GORDON CARS (LONDON), Ltd.—1946 Riley 1½-ltr. sal., black/red leather.—Gordon House, 873, Finchley Rd., N.W.11. Euston 6611. [2781

GOLDERS GREEN. H. A. Saunders Ltd. 1949 Riley 2½-litre open 3-str. sports.—Below.

H. A. SAUNDERS LTD. 1949 Riley 1½-litre saloon, Black/Brown.—Below.

H. A. SAUNDERS LTD. 1946 Model Riley 1½-litre saloon, Black.—144 Golders Green Rd., Spe 0011. Open 9 a.m.-9 p.m. [2599

1940 Riley 1½-litre d/h coupe, New hood. Recellulosed. Immaculate. £675 Below.

1939 Riley 1½ saloon, Black. Very fine order. £565.—Smith and Hunter Ltd., 376, Kensington High St. London, W.14. Tel. Western 2312. [2626

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes.

1949 Riley 1½ saloon.—Autowork Ltd., Winchester. Tel. Winchester 4834/3406. [2803

1949 Riley 1½-litre saloon, bronze with red leather upholstery, 12,000 miles; £1,475.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley. (100 yds north of Tally Ho Corner.) Hillside 0034. [2479

1946 Riley 1½-litre saloon.—Autowork Ltd., Winchester. Tel. Winchester 4834/3406. [2609

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5346.

1938 Riley 16 Adelphi saloon, black with red leather, a fast car in exceptional condition throughout; £525.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [2804

1949 (September) Riley 2½-litre saloon, black, red leather, heater; £1,650.—Laidlaw, City Rd., Newcastle-on-Tyne. [3155

1949 (reg. Dec. 23, 1948) 1½-litre Riley, black, with brown leather, 20,000 miles, new tyres, chauffeur kept; £1,275.—Below.

1936 1½-litre Riley Adelphi saloon, one owner from new, well above average condition; £395.—Woking Motors (Mayfary Hill), Ltd., Woking 1938. [3904

1946 (November) 1½-litre, grey and black, green upholstery, 33,000 miles, radio, taxed year, an exceptionally nice car; £995.

1947 Riley 1½-litre, black, red upholstery, heater; excellent condition, taxed year, 20,000 miles; £1,025.—Rex Neate, Shambleshurst Lane, Botley Southampton. Tel. Botley 132. [3238

1949 (October) Riley 1½-litre saloon, 8,000 miles, faultless condition; £1,525.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [3011

RILEY 9, sun saloon 1936, very nice condition, good tyres and battery. £325. Terms, exchanges. Elder's Garage, Harbertson Rd., Balham, S.W.12. Balham 2531. [2794

1949 (Oct.) Riley 1½-litre saloon, black, tobacco leather, 7,000 miles only, spare unused, one owner.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-3-4. [3050

RILEY, 1½-litre, 1938, saloon, recently recellulosed, overhauled. New rear box, carpets, headlining, good tyres. Taxed, £495. Farmer, Chemist, Spilsby, Lincolnshire, Spilsby 2246. [2792

335 gns.—1936 Riley 9 Merlin 4-door de luxe saloon, excellent condition, a bargain.—G. P. (Balham) Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Bat. 1107-9-0. [3730

RILEY post-war 1½-litre saloon, paintwork and hide upholstery in beautiful condition, one owner open to any examination, accept £948.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey Wallington 6677-8.

1949 (Jan.) Riley 1½-litre saloon, black with red leather and cloth, one owner, 8,000 mls., as brand new; £1,575.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1927

ROSE & YOUNG, Ltd., offer: 1947 Riley 2½-litre saloon, good condition, fitted H.M.V. radio, black with red leather; £1,075.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [3006

RILEY

1939 Riley 1½-litre d.h. coupe, recellulosed grey with blue leather upholstery and new hood, mechanically excellent, whole car is in outstanding condition and is extraordinarily smooth; price £615.—Radlett 5068 after 7.30, or write 38, Beech Ave., Radlett, Herts. [3095

Riley Cars Wanted

CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0965

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985

1950 Riley 2½-litre wanted.—Moore, 48, Parkview Court, S.W.6. [0986

CASH immediately for good Riley.—H. F. Edwards, 28, Upper High St., Epsom 9400. [2872

C. A. PETO, Ltd., 43, North Audley St., W.1, require Riley cars in first-class condition. Mayfair 3051.

CASH buyers of low-mileage 1½-litre Rileys; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ALMOST new Riley required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4468. [0847

BRITISH & COLONIAL MOTORS, Ltd., require good Riley cars.—Upper St. Martin's Lane, W.C.2. Tem. 3566.

BLAKES, Riley distributors, will purchase any non-covenant Riley cars.—110, Bold St., Liverpool 1. Tel. Royal 6622. [7735

APPROACH us first before disposing of your Riley car.—Tankard & Smith, Ltd., 236-238, High Rd., N.15. Stamford Hill 3291-2-3. [2986

URGENTLY required 1946-9 1½-2½-litre saloons.—Rex Neate, Riley Specialists, Shambleshurst Lane, Botley Southampton. Tel. Botley 152. [0060

MOTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E Finchley Station, N.2. Tudor 2301-2. [0708

URGENTLY required, low-mileage 1947-50 Riley 1½- or 2½-litre saloon.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681 [1697

ROSE & YOUNG, Ltd.—Wanted, small mileage 1½- or 2½-litre Riley. 1950 model if possible.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [7974A

Riley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Pressfector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238

BOON & PORTER, Ltd.,

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

HARTLEY'S for Rileys, spares and service.—195-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2344-5. [0946

WHEN in the West consult the Riley specialists; comprehensive range of spares and immediate attention.—Passey Motors, Ltd., 176, Kellaway Ave., Bristol, 7. Tel 45069. [0234

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carters Lane, Highgate Rd., London, N.W.5. Gul 5446. [0092

RILEY distributors for 29 years.—Comprehensive list of spares; quotation and advice invited, send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [3390

ROLLS-ROYCE

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ROLLS-ROYCE specialists 40 years.

1938 30hp Mulliner sports saloon.

1935 25hp Tickford with division.

1934 25hp Windover saloon with division.

1933 25hp Park Ward saloon with division.

1933 25hp Freestone and Webb coupe.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. Ken. 9477-8. [3343

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CAR MART, Ltd.

1949 Rolls-Royce Silver Wraith Touring Limousine by Hooper, 22,000 miles; £5,775.

1938/9 Rolls-Royce 7-seater Sedanca de Ville by H. J. Mulliner, 19,000 miles; £2,725.

1938 Rolls-Royce saloon with division, by H. J. Mulliner 29,000 miles £2,725.

1938 Rolls-Royce, 7-seater limousine by Thrupp & Maberly 52,000 miles; £3,025.

1938 Rolls-Royce Phantom III, 7-seater Sedanca de Ville by H. J. Mulliner, 19,000 miles; £3,475.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3477

FOX.

1939 Park Ward limousine on the Rolls-Royce Wraith chassis, black, brown leather, face forward occasional seats, low mileage.

H. A. FOX & Co., Ltd., 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. No. Regent 7687.

FOX. [2559

CASE'S MOTOR MART.—1938 Rolls-Royce Phantom III Mulliner sedanca, 7 seats, immaculate.—9, Warren St., W.1. Euston 5525. [0921

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JACK BARCLAY, Ltd.

LARGEST Official Retailers of Rolls-Royce and Bentley; stock list of used models on request to

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HOFFMANNS GARAGE, Ltd.,
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GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.

PROUD members of the Swain Group.

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ROLLS-ROYCE Phantom III limousine by Hooper, annual tax £10 only. Ref. H.6044.

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ROLLS-ROYCE 25-30 sports saloon by Barker, many extras. Ref. H.6562.

ALL cars carry our unique six months' guarantee, unless otherwise stated at time of purchase; please write or phone for details to:—

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NORTHERN Rolls-Royce specialists since 1905.

1949 Silver Wraith fitted with H. J. Mulliner touring limousine body, black with beige leather upholstery.

1938 Touring saloon by Rippon, black with Air Force blue leather upholstery, good condition.

1937 Phantom III seven-seater limousine by Rippon.

1936 (Nov.) 30hp Touring limousine by Rippon.

1934 20hp 4-door sports saloon by Hooper.

YOU can buy with confidence from the largest distributors.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines); also at Bradford, Leeds and Sheffield. [0905

FRANK DALE offers:—

25 hp Rolls-Royce owner driver saloon by Barker, 57,000 miles, 1 owner, maintained as new, blue and black with blue leather upholstery, sun roof, no division; £1,575.

25 hp Rolls-Royce 1935 owner driver saloon, swept tail, black with leather upholstery, recently overhauled, fitted ride control, a most attractive and immaculate car; £1 350.

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RUSSELL MOTORS offer:—

1937 model 25/30 Rolls-Royce saloon with division, boot, Rolls history.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9888. [7295

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1937 Rolls-Royce Phantom III owner-driver saloon, 29,000 miles, sunshine roof.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

JACK OLDING, of Mayfair, offer:—

1950 Silver Wraith Rolls-Royce H. J. Mulliner touring limousine, nominal mileage, dark blue/blue leather, excep. condition.

1949 Rolls-Royce Silver Wraith owner driver saloon with dye by Freestone & Webb, black, maroon leather and cloth, 10,000 miles.

1948 Silver Wraith Rolls-Royce enc. drive limousine by Park Ward, 14,000 miles, black, grey leather.

DELIVERY of new and used cars quoted on application.

AUDLEY House, North Audley St., W.1. Mayfair 5262. [3059

SWANMORE CAR SALES, Bournemouth.

1938 Rolls-Royce 25-30 H. J. Mulliner razor-edge owner driver saloon, Rolls reconditioned engine.

EXCHANGES and terms.—Swanmore Car Sales, 1178-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1023. [2579

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1934 20-25 Rolls-Royce sedanca by Hooper, 46,000 miles; £1,375.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62807-8-9. [3159

ALAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee:—

20-25 hp Rolls-Royce by Freestone & Webb, black, brown hide, exceptionally pretty car with rear boot and chrome waistline. [3146

1933 Rolls-Royce 40-50 Phantom II H. J. Mulliner saloon with division, built-in boot; £795.

GEORGE NEWMAN & Co., 366, Euston Rd., N.W.1. Euston 4456. [3121

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

MASCOT MOTORS, Ltd., offer the following:—

1936 (Nov.) 30hp Young sports saloon.

1935 (Dec.) 25hp Hooper sweet back sedanca.

1935 25hp Freestone & Webb sports saloon.

1935 25hp Rippon saloon with division.

1934 25hp T. & M. saloon with division.

1931 40/50hp T. & M. sports saloon.

1930 25hp H. J. M. Weymann saloon.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 257, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [3703

CHARLES POLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers, offer:—

1935 Rolls-Royce 20-25 limousine by Barker, black leather to front, cloth to rear, face forward occasional seats, one owner, mileage 36,000 only, a genuine car in superb condition throughout; £1,675.

18, Berkeley St., W.1. Mfay 6266.

SERVICE Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. [3063

OWNER-DRIVER 30hp 1936 Barker Coachwork 4-door Saloon, leather, reasonable mileage, meticulously maintained, 1959-condition.

OWNER-DRIVER 1936/25hp 4-door Park Ward black Saloon, leather, capacious boot, handsome carriage, 55,000.

OWNER-DRIVER 1937 swept back 6-light H. J. M. Saloon, adjustable partition, black, original owner, 46,000, reasonable cost.

OWNER-DRIVER 1932/33 Symphronesh 25hp 4-door black Saloon, boot, attractive carriage, bargain.

OWNER-DRIVER 1937/30hp Family 5-seater 4-door Saloon, leather throughout, meticulously maintained. Below.—ALPE & SAUNDERS, Providence Court, Grosvenor Square, Mayfair-2941. [2672

ROLLS-ROYCE Phantom III saloon by Barker, registered August 1937, black, low mileage, excellent condition throughout. Full details on request to Box No. 0994. [3623

1936 Rolls-Royce owner driver's Barker 20-25 saloon, privately owned, for sale.—Best offer over £1,500 to Francis, c/o Bay Tree Cottage, Alresford, Hants. [3145

1936 (Sept.) Rolls-Royce 30hp Hooper 4-light 4-door sports saloon, excellent.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [2980

1937 25/30hp Hooper limousine swept tail, face forward seats, leather upholstery, bargain; £1,995.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [1899

1935 Rolls-Royce 20-25 7-seater limousine, privately owned, immaculate condition; £1,275.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [2894

CENTRAL GARAGE, Croydon, offer 1932 Rolls-Royce Phantom II sports saloon by Hooper with bucket seats, in very good condition; £595.—Central Garage, Tel. Croydon 7464. [1275

1930 Rolls-Royce 20/25 limousine, face-forward occasional seats, total mileage 50,000, one owner, £695.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [1825

ROLLS-ROYCE 20/25hp Barker 4-door 4-light saloon, 1934, first reg., 1936, two-tone grey, grey upholstery, small mileage, very clean and exceptional mechanical condition; reasonable price; any trial.

NEWCASTLE (STAFFS) MOTOR Co., Ltd., Brunswick St., Newcastle, Staffs. Tel. 66266/7. [3514

1933 Rolls-Royce 25hp limousine, roomy body, fitted new hood and side lamps, immaculate, perfect chassis, privately owned; £895.—Taylor, 27, Elvaston Place, S.W.7. Western 0629. [3219

1934 Rolls-Royce owner driver 4-light saloon, drop division, ride control, immaculate condition; £925.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., W.6. Riverside 7644. [3239

1937 Rolls-Royce Phantom III 7-seater limousine, beautiful condition throughout, face forwards occasionals; bargain, £1,450.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [2895

1936 Rolls-Royce, Hooper 4, light saloon, 42,000 miles, immaculate condition, being sold on behalf of private owner. Apply Manager, Automobile Division, R. K. Dundas Ltd., 29, Bury St., S.W.1. Whi 2848, 2090. [2719

1947 (May) Freestone & Webb razor-edge saloon, maroon, interior cloth to tone, certified mileage 10,000; positively indistinguishable from new; £5,250.—Kirbys, Ltd., 32-38, Renshaw St., Liverpool, 1. Tel. Royal 5567. [1304

1935 (Oct.) Rolls-Royce 20/25 sports saloon by James Young, black, brown leather, sliding roof, commodious boot, taxrd year. Total mileage 55,000 from new, new block fitted during war replacing front damaged one. Offers invited by original owner.—25, Bristol St., B'ham. 5. Tel. Midland 2297. [2868

ROLLS-ROYCE 25/30 Park Ward swept tail seven-passenger limousine, 1937 (June); black with black leather to front, and cloth to rear and face forward occasional seats; mat d'oc; ace d'oc; excellent tyres; genuine total mileage 47,000; one family ownership from new; magnificent condition throughout; taxed Dec., 1951; £1,995.

P. J. EVANS, Ltd., Special Retailers for Rolls-Royce & Bentley Cars, 81-91 John Bright St., Birmingham. Midland 2911. [2720

25 hp Rolls-Royce limousine, first registered 28/7/32, fitted occasionals Ace wheel discs, leather upholstery front and rear and trafficators, engine mechanically sound, oil consumption practically nil, interior clean, bodywork in good condition, colour black, make very good hire car; reasonable offer accepted.—C. H. Black, 75, St. Thomas Rd., Derby. Tel. 2274. [1621

ROLLS-ROYCE

A & S (Limousine Specialists) display exceptional Rolls-Royce swept tail Limousines. Inspection invited.

LIMOUSINES 1935 25hp Hooper, partition, widest occasionals, black, private, immaculate.

LIMOUSINES 1934 25hp Barker, partitioned, widest occasionals, black, exceptional throughout.

LIMOUSINES 1935 25hp Windover, swept tail, widest occasionals, black, immaculate.

LIMOUSINES 1936 30hp Hooper, partition, widest occasionals, swept tail, black, original owner.

LIMOUSINES 1937 30hp Thrupp, swept tail, widest occasionals, partition, black, total mileage 8,000.

LIMOUSINES 1936 Barker 30hp Limousine, swept tail, widest occasionals, partition, black, original owner, mileage 29,000.

PHANTOM II 1934 Double Enclosed Barker, widest occasionals, partition, exceptional throughout.

PHANTOM III Limousine, partitioned Mulliner, widest occasionals, black, total mileage 14,000, magnificent.

ALPE & SAUNDERS always purchase Rolls-Royce (100 selected Limousines displayed). Providence Court, Grosvenor Square, Mayfair-2941. [2675

Rolls-Royce Cars Wanted

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OUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies, London office, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516

J. MARSHALL.

WANTED, Rolls-Royce 20/25 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 889, St. Albans Rd., Watford. Tel. Garston 2568. [0488

WANTED, Rolls Phantom 3 sports saloon.—Write Box 0991. [2620

ROLLS-ROYCE wanted, sports saloon or d.h. coupé, 1935-1939; private.—Box 0901. [2596

ROWLAND SMITH'S (Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

HOOPER & Co (COACHBUILDERS), Ltd., 54, St. James's St., Piccadilly, London, S.W.1. Regent 3262.

WILL be pleased to purchase pre-war and post-war Rolls-Royces; expert advice and valuation of your present Rolls-Royce will be gladly given should you wish to visit our St. James's St. showrooms. [0904

A & S always purchase modern 25/30hp Saloons, preferably with boot, also require 25/30hp Limousines 1935-1946.

A & S urgently need Phantom II also Phantom III Saloons and Limousines, prompt attention assured. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [6272

THE BASINGSTOKE MOTOR Co. purchase 20-22 F.W.B., 20/25, 25/30, Phantom II; any coachwork considered.—By-Pass Rd., Basingstoke. [0046

BROADWAY MOTOR Co. require elderly Rolls-Royce cars, particularly 21.5hp and 25/30hp types.—5/13, Russell Rd., Wimbledon. Liberty 2494. [0017

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Weston St., Crystal Palace, S.E.19. Liv. 3362. [0063

RIPPON BROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers, wish to buy good late model Rolls-Royce.—Huddersfield 6340 (5 lines). [0015

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lewfield Heath, nr. Crawley, Sussex. Crawley 437.

CENTRAL GARAGE, Croydon, specialists in servicing complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage, Tel. Cro. 7464. [1997

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Rolls-Royce and Bentley retailers, are interested in the purchase of Rolls-Royce cars in first class condition. Mayfair 5342. [0815

CHARLES POLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service works and stores: 12, Wellesley Ave., W.6. Ave. 1413. [0597

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LAROEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625

CHARLES POLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE, 12, Wellesley Ave., W.6. Riv. 1413. [0614

MERCHISTON MOTORS, specialists for Rolls-Royce and Bentley.—Works Director, Wilkie Wilkinson, 12-13, Merchiston Mews, Edinburgh, 11. Tel. Jubilee 2705.

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months, for the above models, full repair service at reasonable charges, also wheels, tyres, etc.—Compton, 69, Weston St., Crystal Palace, S.E.19. Liv. 3362. [0064

ROVER 10

CAMDEN MOTORS.—Rover 10, nine models in stock, see selection under Rover Miscellaneous.

CAMDEN MOTORS, Lake Street, Leighton Buzzard. Beds. Tel. 2041 (5 lines). [3099

ROVER 10

1938 Rover 10 black saloon.—Offers to Pugh, Gwynfa, Dolgelley. Dolgelley 184. [3501

1940 Rover 10 saloon de luxe, black with wine leather upholstery; £650.—Tel. Hillside 2823. [3126

95 ens.—Rover 10 1951 4-door saloon, blue, sliding head, road condition, terms, exchanges; list, open 9-7 week-days and saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [2930

£89 cash.—Rover 10 4-door saloon, 1951/2 model, but in good running order; £44 deposit secures balance payable by 12 monthly rentals.—C. & S. Motors, Ltd., Dodden Hill Lane, Neasden. Gladstone 2605-6. [1765

ROVER 12

CAR MART, Ltd.

1947/8 Rover 12hp tourer, radio, 12,000 miles, £1,340.—Car Mart, Ltd., 150 Park Lane, W.1. Grosvenor 3434. [2835

CAMDEN MOTORS.—Rover 12, fourteen models in stock, see also under Rover Miscellaneous.

CAMDEN MOTORS, Lake Street, Leighton Buzzard. Beds. Tel. 2041 (5 lines). [3100

1947 Rover 12 6-light de luxe sun saloon, fin shed green with leather upholstery and carpets to match, absolutely immaculate throughout, trade inquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd., N. E. Finchley Station, N.2. Tudor 2501-2. [1952

NO Budget increase here; 1947 Rover 12 saloon, blue, with blue cloth upholstery, low mileage, radio, £1,085.—Roys Automobiles, Ltd., 127, Parsons, N.W.1. Euston 2701. [1264

1947 Rover 12hp tourer 4-seater, reg. 1949, green with green leather, genuine 5,000 miles, spare wheel and tools, unused; £1,050.—Gibson's Sports Cars, Christchurch, Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1621. [1932

ROVER 14

CAMDEN MOTORS.—Rover 14, twelve models in stock, see selection under Rover Miscellaneous.

CAMDEN MOTORS, Lake Street, Leighton Buzzard. Beds. Tel. 2041 (5 lines). [3101

1936 Rover 14, reconditioned, immaculate; £400.—Smith & Hunter, Ltd., 376, Kennington High St., London, W.14. Tel. Western 2312. [2623

1937 Rover 14 sports saloon, in good condition; £595.—Crown Garage, Albany St. (adj. Barnes), N.W.1. Tel. Euston 6007 and 3520. [2655

ROVER 14 saloon, 1938, superb condition, interior as really very nice, mechanically extremely good; £575; exchanges and hire purchase, etc.—B. & H. Motors, 164-8, High Rd., Whetstone, London, N.20. H.Ilside 6671-2. [1765

1050 ens.—Rover 14 (Sept., 1947) 4-door Sports saloon, black, sliding head, fawn cloth upholstery with loose covers, Windtone horns, one careful owner, exceptional condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [2961

ROVER 16

CAMDEN MOTORS.—Rover 16, ten models in stock, see selection under Rover Miscellaneous.

CAMDEN MOTORS, Lake Street, Leighton Buzzard. Beds. Tel. 2041 (5 lines). [3102

1948 Rover 16 saloon, black, small mileage.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [2738

BURTONS, Ltd., offer 1938 Rover 16 sports saloon in grey blue, interior, reconditioned throughout, superb car.—13-14, Osten Mews, Emperors Gate, S.W.7. Western 1242. [2299

1947 (Dec.) Rover 16 sal., colour blue, blue leather, heater, speedo, reading 10,000, exceptional cond.—Tickford, Ltd., 6, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [2508

ROVER 16 Nov., 1946, black, brown leather, small mileage, good tyres, spare unused, heater, demisters, twin Windtones, spot light, badge bar, Fram filter, other extras, very quiet, smooth running, appearance like new; no expense spared in maintenance; £1,025.—Tel. Derwent 5365. [2558

£595.—Rover 16hp saloon de luxe, another of those rare and beautifully maintained vehicles, one registered well-known private owner only who spared no expense to maintain this vehicle perfectly; the inside is literally like brand new, exterior better than 1948 £1,200 motor car; no one driving or seeing this vehicle would easily believe it to be thirteen years old; speedometer 34,000, but vehicle looks as though it has done far less, 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [3279

ROVER 20

£950.—Rover Speed 80 4 light sports saloon, knock-off wheels, large instruments, new tyres.

WADCOL MOTORS, 150 6, West End Lane, N.W.6. Hampstead 1177. [2497

ROVER 60 & 75

BROOKLANDS for individuality.

1948 (Dec.) Rover 75 saloon, black, green leather, fitted radio, speedometer reading 10,000.

103 New Bond St., London, W.1. Mayfair 6351-6. [3078

WARWICK WRIGHT, Ltd., offer:—

1950 Rover 75 P4 saloon, Connaught green, green leather, heater, 10,000 miles.

1948 Rover 75 sports saloon, maroon, red leather, radio and heater, 13,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9797. [3257

COOMBS & SONS (GUILDFORD) Ltd., offer:—

1949 Rover 75 black with red leather, radio, 5,000 miles; £2,175.

COOMBS & SONS (GUILDFORD) Ltd., Portsmouth Rd., Guildford. Guildford 62407-8-9. [9253

1950 Rover P4, radio, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5563. [2712

GORDON CARS (LONDON), Ltd., 1949 Rover 75 sports saloon, black, excellent cond.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [2761

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 60 & 75

CAMDEN MOTORS.—Rover 75 sportsman's saloon, 1948, beautifully finished in maroon with leather to match, fitted heater and radio, etc.; £1,495.

CAMDEN MOTORS.—Rover 75 P4 saloon, 1950, very latest model, black, green leather, beautiful specimen, heater, etc., rare opportunity to obtain one of these highly prized models at a strictly competitive price, £1,975.

FOR further selection from our stock of Rovers see under Rover Miscellaneous.—CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [3112

1948 (July) Rover 60 sal., black, grey leather, radio, 11,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5358. [2509

1950 Rover 75 P4 saloon, dark green, grey leather, radio and heater, 4,000 miles, spare unused, one owner.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [3035

LAND-ROVER

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Land-Rover, 12,000 miles, condition as new; £615.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [3156

1949 Land-Rover, 16,000; £575.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [2564

NO Budget increase here; 1949 Land-Rover, low mileage, good in all respects; £550.—Roys Automobiles, Ltd., 27, Parkway, N.W.1. Euston 2700. [3268

Land-Rover Cars Wanted

F. W. KEIGHLEY, Ltd., Wolseley Distributors, Houndgate, Darlington. Tel. 2737, require several Land-Rovers; send full particulars and price. [3612

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7645).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Road (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029

1947 Rover 12 saloon, green with green leather upholstery, radio, 13,000 miles; £1,245.

1948 Rover 60 saloon, grey with blue leather upholstery, radio, 10,000 miles; £1,465.

1949 Rover 75 saloon, maroon with maroon leather upholstery, radio, 12,000 miles; £1,745.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley. (100 yds. north of Tally Ho! Corner.) Hillside 0024. [2478

BEARTS, of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1936, very pretty little car, original Rover duo blue cellulose, good tyres, £325.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1937, very sweet engine, typical Rover performance, much above average condition; £395.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1947, genuine one owner car since new, immaculately maintained, very low mileage; £995.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1937, in original condition throughout, typically smooth Rover performance, £395.

CAMDEN MOTORS.—Rover 12hp Sportsman's four-light saloon, 1938-9, immaculate, Rover green finish, excellent mechanical order; £595.

CAMDEN MOTORS.—Rover 12hp Sportsman's four-light saloon, 1939, late type model with maker's wheel embellishers and identical features to post war, outstanding performance; £625.

CAMDEN MOTORS.—Rover 12hp, 1946 model, finished black, brown leather, beautifully maintained by one previous owner, new tyres fitted January this year; £935.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1936, dark green, whole car in very good condition for the year, good tyres; £295.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1937, with rear boot, very modern lines, fitted Ace discs, good engine; £375.

CAMDEN MOTORS.—Rover 14hp 1939 six-light saloon de luxe, finished black, a genuine one owner car since new; £645.

CAMDEN MOTORS.—Rover 16hp Sportsman's four-light saloon, 1939, a very special car, one owner since new, immaculately maintained, complete maker's overhaul July, 1950; £725.

CAMDEN MOTORS, Rover Specialists, Lake Street, Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase. Write for post free catalogue. Easy and confidential hire purchase facilities. Part exchanges. Free delivery anywhere in the United Kingdom. Purchasers' fares refunded from any part of the country. Showrooms open from 9 a.m. to 6 p.m. Mondays to Saturdays. [3111

R. P. POWELL MOTORS, Ltd., for Rover Cars.—East London main agents, 321, Romford Rd., Forest Gate E.7. Maryland 4818-9 [0701

ORDER your new Rover from Albert Farrell, Ltd., and be assured of prompt and efficient service.—78, Manningham Lane, Bradford. Tel. 28827-8. [0275

Rover Cars Wanted

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CMT

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

HENLY'S, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

GREAT WEST RD. (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLY'S, Ltd., England's Leading Motor Agents. [0030

COOMBS & SONS (GUILDFORD) Ltd.,

URGENTLY wanted good condition pre-war and post-war Rover cars; offer appreciated.—Portsmouth Rd., Guildford. Tel. 62907 [0242

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Rover. Wembley 3903. [0776

URGENTLY required, good pre-war Rover.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [2888

BRITISH & COLONIAL MOTORS, Ltd., require good Rover cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2756

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [0616

ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464

BLAKES, Rover agents, will purchase any non-Covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622 [7736

WANTED, 1948-50 Rover 75 or P.4 saloon, covenant free, no dealer.—Robinson, Elm Copse, Great Shelford, Cambridge. [3014

PARKWAY GARAGES, Ltd., Lilliput, Bournemouth, require very good 10-12hp pre-war Rovers.—Tel. Canford Cliffs 79078. [3117

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0800

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. [0709

DAVID ROSENFIELD, Ltd., Rover distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any model, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0671

Rover Spares and Service

DRY'S GARAGE, Ltd., Kenton Rd., Kenton, Rover main agents. Sales and service: Wordsworth 1143.

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors, for spares and specialised service.—Tel. Datchet 54. [0047

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0405

DAVID ROSENFIELD, Ltd., Rover Distributors Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0935

SINGER

CAR MART, Ltd.

1949 Singer 1500 saloon, heater, 9,000 miles; £1,185.—Car Mart, Ltd., 320 Euston Rd., N.W.1. Euston 1212. [2836

D. J. SHEPHERD & CO (ENFIELD), Ltd.

1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £695.—D. J. Shepherd & Co. (Enfield), Ltd., 425 Hertford Rd., Enfield. Howard 1631. [6232

1948 Singer 10hp de luxe saloon, very reliable car; £725.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [3019

SINGER 1500, 1950, blue/beige, 12,000 miles, radio/heater; £1,095.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [3045

1948 Singer Super 10 saloon, spotless throughout, matching loose covers; £725.

WADDOL MOTORS, 150/6, West End Lane, N.W.6. Hampstead 1177. [2499

GOLDERS GREEN.—H. A. Saunders, Ltd. 1949 Singer 8.M.1500 saloon, one owner.—Below.

H. A. SAUNDERS, Ltd.—1936 Singer Le Mans, blue.—Below.

H. A. SAUNDERS, Ltd.—1947 Singer 10 saloon.—Below.

H. A. SAUNDERS, Ltd.—1947 Singer 4-str. Roadster, black.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [2583

1950 Singer 1500 saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4834/3406. [2816

C. A. PETO, Ltd., 1949 Singer SM. 1500 saloon, fawn; £1,100.—42, North Audley St., W.1. Mayfair 3051. [2746

179 ens.—1935 Singer 9 sports coupe, excellent condition.—Autostyle, 5, Balham High Rd., Balham 1569. [2976

1950 Singer, S.M. 1,500, 9,000 miles; Geneva blue; immaculate condition; one owner; many extras, including radio; £1,200. Tel. Aylesbury 870. [2814

SINGER

1939 Singer Bantam 9hp; £385, or 30 monthly instalments of £15.10/6.—The Cooden Engineering Co., Ltd., Bexhill. Tel. Cooden 600. [2496

1949 Singer 9 roadster, red, under 10,000, licensed for year, condition as new; £620.—Apply, N. C. Harrison, Butterton House, Near Newcastle, Staffs. Tel. 69085. [3124

165 gns.—Singer Bantam, August 1936, 9hp 2-seater, black; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2962

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0986

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Singer. Wembley 3903. [0777

RAYMOND WAY, the hire-purchase specialists, are still buying Singers and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0672

Singer Spares and Service

AUTOMENDERS are specialists in Singer service and overhauls.—Automenders, Lowther Garage, Perry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.

SINGER spare parts for 9, 10 and 12hp 1936/1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square, Bristol, 8. Tel. 22514. [0219

SPORTS CARS

SIMMONS OF CROYDON (Croydon 1537).

OFFER the following guaranteed cars from their stable:—

WE offer a constantly changing stock of International Le Mans, Mark IIs and 2-litre Astons as and when available during the season; all these Astons undergo a thorough check-over in our shops and are recellulosed, upholstered and trimmed as necessary.

1932 (first registered 1934) Aston Martin International, fully restored and respayed, now undergoing complete check over at our works; £375.

B.M.W. 1936 type 55 sports 2-seater with faired-off tail; this very rapid sports carriage is in spot-on mechanical condition and is at present undergoing complete recellulose and refurb in our shops; further details on application to the office.

A LVIS Speed 20 1935 foursome drop head coupe, mechatically spot-on, I.I.s., synchro box, terrific performance, dead reliable; £350.

MERCEDES 14hp sports sa.oon, N.B.170, now being completely rebuilt at our works.

DUESENBERG, the ex-Scuderia Ferrari Whitney Straight Indianapolis car, single-seater, now equipped very highly modified American V8 by Laystall, two axles, facing pre-change box, extremely volatile; this classic and historic racing car has never been registered, enquiries to office.

M.G. "cream cracker" team car, 1937-8 10hp, now fitted with beautifully modified P.C. coachwork and full weather equipment; this job has been stripped down to the last nut and bolt, and rebuilt under the £10 tax; the engine is not yet run-in and bills are available for inspection for upwards of £250; £450.

LAGONDA 2-litre 1932 Continental (details too late for Press).

WE are always interested in purchasing Astons, Lagondas, Bentleys, Invictas, Hispanos, Rolls and Mercurys, etc., for cash.

IN so far as is possible, all correspondence is dealt with by return of post, and our representative will undertake to inspect anywhere in Gt. Britain by appointment.

SIMMONS OF CROYDON.

101 A. Tamworth Rd., West Croydon.

CROYDON 1537. [2861

BLAKES,

THE Northern Sport and

RACING Car Specialists,

BUY and sell racing and sports cars of all types, specialists in vintage Bentley; write for lists and quotations.

J. BLAKE & Co., Ltd.,

110 Bold St., Liverpool.

ROYAL 6622. 'Grams: Autocar, Liverpool. [2709

B. & G. MOTORS offer:—

£225.—Wolseley Hornet 12hp Daytona open sports close-coupled 4-seater, taxed to end of June, immaculate black cellulose, superb engine; only wants seeing to be fallen in love with.

£195.—Lagonda 12.8hp open Speedmodel Vanden Plas 2-litre 4-seater, almost new tyres, sound hood, battery, etc., fast and economical.

£165.—Standard Avon 12hp open ultra modern-looking sports 4-seater, very smart maroon finish, excellent; Aero-Syncro, 4 wings, Sim rev counter and Sim speedo, foldflat windscreen, goes like the clappers.

£145.—Wolseley Hornet EW Special 12hp open sports 2-seater, blue, twin carburettors, 4-speeds, Sim rev counter and speedo, foldflat windscreen, goes like the clappers.

MANY others; terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3576. [2864

POTTER, RICHARDS & CARR offer:—

ALFA-ROMEO 8-cylinder supercharged Castagna coupe; £495.

ALLARD coupes and 2-seaters from £685.

ALSO 25hp Rolls-Royce coupe in original condition.

Alfa-Romeo unsupercharged 6-cylinder saloon, low mileage and unmarked; Railton tourer; Ford 91A utility; all at very low prices.—54A, Princes Gate Mews, S.W.7, Knightsbridge 1780. [1886

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

PERFORMANCE CARS.

THE WINDMILL GARAGE, Great West Road, Brentford, London, W.5. 5 minutes from Northfields Tube Station, Piccadilly Line. Tel. Ealing 0441 6995. 24-hour service, repairs, petrol, etc.; we offer with our usual 3 months' written guarantee, 1939-50 S.S.100 2½-litre ex-Pycroft Jaguar 2-seater, £10 tax, £750; 1935 Lagonda 4½-litre p.lariess saloon, £325; 1929 Lagonda 16/65 saloon, one owner, £165; 1934 Lagonda 3-litre saloon, £195; 1928 Bentley 4½-litre 4-seater tourer, £350; 1925-28 Bentley 3-4½-litre 2-3-seater, £325; 1937 B.M.W. 2-litre Type 328, fitted 326 engine drop head foursome, £525; 1936 B.M.W. 2-litre type 45, fitted 55 engine, saloon, £295; 1936 Ford V.8 30hp model 68 saloon, £150; 1935 Ford V.8 30hp tourer, £155; 1936 Ford V.8 30hp model 68 drop head with dickey, choice of two, £275 and £325; 1935 Ford V.8 30hp, £150; 1936 Ford 8 saloon, exceptional, £255; 1947 Ford Jeep 16hp, fitted utility body, £10 tax, £255; 1952 Alvis 20hp 2-seater with dickey, £175; 1934 Alvis 4speed 30 saloon, £250; 1933 Alvis 20hp limousine, £65; 1935 Alvis 17hp saloon, £10 tax, £165; 1934 M.G. P.A. 2-seater, £295; 1934 M.G. 1½-litre Type V.A. tourer, £400; 1936 M.G. N-type Magnette 4-seater, £275; 1931-49 Riley 14hp saloon, £10 tax, £165; 1937 Riley Adelphi 15-6.6 light saloon, £365; 1936 Riley Falcon 15-6 sal on, £345; 1937 Morgan 4-4 2-seater, £395; 1936 Auburn drop head foursome 30hp, £195; 1954 British Salmson 12hp drop head foursome, £225; 1933 Austin 14/6 saloon, £125; 1936 Renault 18hp drop head, £165; 1939 Chrysler Imperial saloon, overdrive, magnificent low mileage car, £500; immediate insurance, hire purchase and part exchanges on every car. [3155

CHARACTER CARS offer:—

A SELECTION of vintage and sports cars, 2- and 4-seaters, in far above average condition. Please telephone for details of current stock.

PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and acted upon immediately.

CHARACTER CARS, 124-126, Maysons Rd., Wimbledon, S.W.19. Liberty 7677-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. [3274

RAYMOND WAY, the hire purchase specialists:

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £400.

CARS and motor cycles wanted in part exchange

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150yds Kilburn Park Station, Bakerloo Line). Mal. 6044 (10 lines). [3227

ALVIS 12-50 T.G. 1929, wings, bonnet and scuttle only, drive away; £45.—Tel. Maidenhead 2713. [2901

BENTLEY 3-litre, Red Label, complete back axle, gear box, engine spares, perfect condition; cheap.—Box 0959. [2462

DELLOW, with or without supercharger, first-class condition; winner of numerous awards.—J. W. Cox, Shirley, Nr. Birmingham. Shirley 1130. [2716

TRIALS sprint special, Ford 10 engine, Morris Minor chassis, lightened bodywork, 17in wheels, good tyres, Bowenades brakes, spare engine, rearbox, back axle, taxed, insured; £290.—Richmond 0427 [2540

1935 Marendaz Special sports 4-seater, re-upholstered throughout, good hood and sidescreens, new tyres, reconditioned engine, excellent body condition; £295.—Brown's Garage, Loughton (Essex) 4119 (Tube) [2688

1100cc H.G. special two-seater super sports in full road trim, special Lagonda engine, high ratio axle, under-slung chassis, Wilson gear box, first registered Feb., 1951.—Offers to Holywell Garage, London Rd., Hinckley, Leics. Tel. Hinckley 152. [3316

THIS advert does not require the usual heading. Enquiries are re Austin-Mamba D.H.C. saloon ex-team car, complete overhaul at works just completed, Vantage engine and numerous extras.—Further particulars on request from Acland & Tabor, Ltd., Welwyn 481. [3145

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Talbot 110; this is the famous ex-Mike Couper road racing special streamlined 2-seater, rebuilt for road use in 1949-50 at cost of some £1,100, holder of last long handicap at Brooklands, August, 1939, at 134.72mph, £10 tax, colonial performance, immaculate condition.—Flaxman (0052) 7253/7154. [9782

J. H. BARTLETT offers Allard 1950 saloon; Alfa Romeo 2.5 8-cyl. supercharged, choice of 2-seaters and drop head coupes, prices from £800; Frazer Nash-B.M.W. Types 327, 326 and 45 in stock, prices from £325; Healey 1948 and 1947 standard saloons, prices from £1,350; Invicta 100 mph low chassis, 2-4-seater, choice of two, £650 and £450; Bugatti type 46 saloon, superb condition, £475; Frazer Nash 1934 1½-litre T.C. replica, £350; and many others.—27a, Pembridge Villas, W.11. Bayswater 0523.

DELAGE.—Rare 40-50 (34hp) 1926; two owners, genuine 26,000 mileage, varnished mahogany body by H. Labourdette, tubed V windscreen and flared wings, good tyres, re-upholstered, new hood, tonneau cover and battery, body revarnished and repainted, road-holding excellent, powerful servo brakes, very fast and is in very good condition, any trial; genuine reason for sale; £120; no offers.—Macpherson-Grant, Christmas Mill, Edenbridge [2869

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

BARTLETT.—We are interested buyers of all sports cars.—27a, Pembridge Villas, W.11. [3053

WANTED, small sports car or three-wheeler about £200.—3, Ing Head Cottage, Sheff, Halifax. [3119

ULSTER Austin 7 wanted or Brooklands Riley.—C. Arnold, 8, Homestead Way, Northampton, Tel. 5001. [2807

PERFORMANCE CARS, of The Windmill Garage, Great West Rd., Brentford, London, W.5. (Tel. Ealing 0441, 6995.) [6651

WANTED, 4-seater drop head pre-war A.C., 3 or 4½ Bentley, 4½ Invicta; must stand thorough investigation.—Box 1035. [3139

Sports Cars Wanted

RICHARDS & BROWN purchase good sports cars for cash or sell on commission.—3, Ringers Rd., Bromley, Kent. Tel. Ravensbourne 7467 or 6429. [3277

CHILTERN CARS are interested purchasers of sports cars in sound condition, particularly the following makes, both open and closed, modern and vintage: A.C., A.Ja, Bounce, Aston, Amilcar, Aston Martin, Bentley, Bugatti, Delahaye, Fiat, Frazer Nash, Fraser Nash-B.M.W., Hotchkiss, H.R.G., Invicta, Lagonda, Lancia, Lea Francis, Mercedes, M.G., Morgan, O.M., Railton, Riley, Salmson, Talbot; full details, with a photograph if possible, will be appreciated and will receive immediate attention; arrangements can be made for our Buyers to call anywhere in the British Isles.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2080. [2751

Sports Cars Spares and Service

AUTOMENDERS are enthusiastic repairers, tuners and modifiers.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753

S.S.

S.S. sun saloon, superb engine, a real flyer, guaranteed ab.p, don't go any; £425.

DOUGLAS CAR SALES, 606-622, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [3266

S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0968

STANDARD 8

ELITE MOTORS offer:—

1948 (June) Standard 8 foursome drop head coupe, black with brown leather interior, low mileage, exceptionally well maintained vehicle; £595.

ELITE MOTORS, 951-981, Garratt Lane, Tooting Broadway. Tel. Balham 2474, four lines. [2910

STARNES MOTORS, offer:—

£550.—Standard 8hp tourer (June) 1948, 13,000 miles, grey with blue upholstery, new hood. [3

STANDARD and Triumph Specialists, Starnes Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2490. [3195

WADDINGTON MOTORS, Ltd., offer:—

1939 Standard 8 tourer, fitted radio; £350.—Fortune Green Rd., N.W.6. Ham. 2221. [2652

1946 Standard 8 tourer, grey with blue leather, reconditioned engine, good tyres, £450.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 4343. [3247

1939 Standard 8 drop head coupe, reconditioned, new battery, good hood; £275.—Upl. 5804. [2626

£525.—1947 sunshine saloon, tnd.—Lawton-Goodman, 38, North Audley St., W.1. Mayfair 3880. [3096

1947 Standard 8 coupe, grey, above average condition; £535.—S. F. Erskine & Sons, Ltd., Woking 330. [3187

£350.—Standard 8, 1939, exceptionally good mechanically, cellulose as new; choose 8; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [3466

1946 Standard 8 saloon, black, one owner, excellent condition; £440.—7, Graysands Rd., Hale, Cheshire. Alt. 2026. [2458

1946 Standard 8 tourer, ex. condition, maroon, recent overhaul, 26,000 miles; £415 or offer.—Edwards, 664, High Rd., N.12. [2446

1947 Standard 8 saloon, black, sunshine roof, in exceptional condition; £525.—1, Glendale Rd., Burnham-on-Crouch, Essex. [2451

STANDARD 8 1947 registered late '46, perfect mechanical and body condition, tyres as new, spare tyre never used; price £495, no offers.—Tel. Lab. 5060 or Tot. 6521. [3

1948 Standard 8 saloon sun roof, grey, blue interior, absolutely as new, low mileage; £550.—Turner, 99/115, Clarence Rd., Clapton, E.5. Amherst 3000. [3253

1939 Standard 8 saloon, black, mechanically reconditioned, paintwork very good, any trial; £595, choice of two.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [3732

STANDARD 9

£295.—1938 Standard 9 saloon, excellent condition, a bargain.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [2684

STANDARD 9hp 1938 saloon, engine and chassis completely overhauled, body cellulosed black and interior new upholstery and carpets in red, now being run in, licensed to Dec.; £400, no offers.—Courtney, Eagle Lodge, Edenbridge, Kent. Edenbridge 3229. [1671

STANDARD 10

1938 Standard 10hp, colour black, exceptionally good condition; £425.

MANOR CIRCUS MOTORS, Ltd., Beacon Service Station, Lower Mortlake Rd., Richmond. Tel. Richmond 4004. [3176

1938 Standard 10 4-door sun saloon; £325 or offer.—King's Motors, 1, High St., Hounslow. Tel. 3532. [2696

1939 Standard 10, very good mechanical condition; £425.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mal. 1627. [3248

1939 Standard 10 saloon, blue, engine reconditioned, excellent condition throughout; £400.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6666

STANDARD 12

CAR MART, Ltd.

1948 Standard 12 drop head coupe, 9,000 miles; £1,040.—Car Mart, Ltd., 150 Park Lane, W.1. Grosvenor 5454. [2854

OVERSEAS CARS, Ltd.

1947 Standard 12 saloon, black, brown leather; £775.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [2693

1946 Standard 12hp saloon, colour black; £625.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181 and 182. [8556

STANDARD 12

PALMERS MOTORS, Ltd., offer:—

1938 Standard 12 saloon, exceptional condition, £525, 3 months' guarantee; exchange and deferred terms.—55, York St., Twickenham. Popesgrove 1620 or 7087. [3242

STANDARD 12 drop head 1938, black, splendid condition; £565.—Elmbridge 3683.

1935 Standard 12hp saloon, in nice condition 1939ens, 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5229 and 5774. [3045

ARCHIE SIMONS & Co., Ltd.—1947 Standard 12hp saloon, colour grey, blue upholstery, one owner, £745.—96, Gt. Portland St., W.1. Lan. 1343. [3057

1939 Standard 12 foursome drop head coupe, black with red leather, fitted radio, hood and interior lining as new, low mileage, all in excellent condition; £425.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4641. [3305

£650.—Standard 12, 1946, foursome drop head coupe, black, red leather, demister, good tyres, small mileage, very carefully used, exceptional condition, terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2969

STANDARD 14

OVERSEAS CARS, Ltd.

1948 Standard 14 saloon, grey, blue leather; £825.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [2692

1946 Standard 14 saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4834/5406. [3614

1946-7 Standard 14 de luxe saloon, quick sale, £595.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 5225. [7600

£260.—1937 Standard Flying 14 saloon, guaranteed; payments.—Oldfield, 4, Russell Gdns., Mews, Kensington. Park 7780. [2915

CYRIL SHEPPARD offers:—1946 7 Standard 14, black green leather, spotless condition throughout; £750.—102, Kings Rd., Reading 2712. [3001

1948 Standard 14 sal., grey blue, 9,000 miles, ex. cond.—Tedford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5358. [2906

1948 Standard 14, black brown leather, radio, as new; £850.—Hendon Central Garage, 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1425-4. [1779

1937 Standard 14 de luxe saloon, extremely good condition throughout; £345; h.p. terms if required.—Broadway Motor Co., 3-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [2426

£275.—1938 Standard 14 de luxe saloon, black, whole body renovated, needs attention, recond. engine, absolute bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [1425

STANDARD VANGUARD

CAR MART, Ltd.

1950 Standard Vanguard saloon, 9,000 miles; £1,215.—Car Mart, Ltd., 520 Euston Rd., N.W.1. Euston 1212. [2

TOM GARNER, Ltd., offer:—

1950 Standard Vanguard, blue with beige upholstery, 5,000 miles.

TOM GARNER, Ltd., 10-12 Peter St., Manchester 2. Blackfriars 9265-6. [2515

1949 Standard Vanguard, leather upholstery, one owner; £1,070.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [3020

1949 Standard Vanguard saloon, grey with grey leather interior, 9,000 miles; £1,085.

1950 Standard Vanguard saloon, green with green leather interior, 5,000 miles; £1,265.

H. A. SAUNDERS, Avalon House, High Rd., North Finchley (100 yds. north of Tally Ho! Corners), Hillside 0024. [2471

C. A. PETO, Ltd., 1949 Standard Vanguard, sal., black, low mileage; £1,125.—62, North Audley St., W.1. Mayfair 3051. [2744

GORDON CARS (LONDON), Ltd. 1949 Vanguard saloon, grey, grey leather, heater, radio, immaculate order.—Below.

GORDON CARS (LONDON), Ltd., 1949 Vanguard saloon, green, red leather, excellent condition.—Gordon House, 375 Euston Rd., N.W.1. Euston 661. [2785

PRIVATE bargain.—Vanguard, registered 1950, mileage 15,000, metallic grey, red leather, heater, Pearson, 69, Streatham Hill, London. [2545

ORDER your new Vanguard from Albert Parnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 23627-8. [0027-4

GOLDERS GREEN.—H. A. Saunders, Ltd.—1949 Standard Vanguard, black blue leather, many extras.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [2534

NO Budget increase here.—1949 Vanguard, grey, with red leather upholstery, 11,000 miles, radio, heater, etc., £1,025.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2705. [3285

1949 Standard Vanguard saloon, grey with red upholstery, whole car very well kept; £1,050.—Apply in first instance to Ironbridge Service Depot, Southall 2355, who will demonstrate on owner's behalf. [1643

1950 (Jan.) Standard Vanguard de luxe saloon, 9,000 miles only, one private owner, finished attractive metallic grey, red leather upholstery throughout, built-in H.M.V. radio, electric de-mister, the whole car in immaculate condition; trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd., N.E. Finchley Station, N.2. Tudor 2501-2. [2115

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard Hse., South End, Croydon. Tel. CRO 9094-9. [0052

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD MISCELLANEOUS

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

1938 Standard 12 saloon, reconditioned engine; £575.

1946 Standard 8 saloon, as new, grey, blue leather; £525. [5152

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their stock of over 300 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

Standard Cars Wanted

CMTRS.

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

CASH immediately for good Standard.—H. F. Edwards, 28, Upper High St., Epsom 9400. [2875

URGENTLY need post-war Standard.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0751

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 5000.—Seven Sisters Rd., Tottenham, N.15. [0181

CASH buyers of low-mileage Standard 12s, 14s, Vanguards, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0801

APPROACH us first before disposing of your Standard car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-5. [2985

C. A. PETO, Ltd., 42, North Audley St., W.1, Standard agents, will purchase Standard cars in first-class condition.—Mayfair 3051. [3758

STARNES MOTORS, 105, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange. Tel. Gla. 2420. [0431

BEFORE finally deciding, consult Lamb's, Ltd., of Woodford, Essex (Wanstead 0123 (8 lines), London Buying Office, Slough House, Berkeley St., Mayfair 7654, ext. 111. [2508

1949 Standard Vanguard saloon with moderate mileage, in good condition, urgently wanted; also post-war 12s and 14s.—J. R. Inwards, Ltd., High Street, Ruislip. Ruislip 3003-4-5. [0809

Standard Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St John's Wood N.W.8. Maida Vale 9114 (10 lines).

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel 29439.

REPAIRS and service for Standard and Triumph cars by the Standard agents, Kelross Garage, Highbury Grange, N.5. Canonbury 3190

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0219

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464), and Prince's Drive, Colwyn Bay (Tel. 5323). [0359

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard Triumph; all service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares, 'phone, write or call; orders dispatched immediately.—59-61, Eden St., Kingston. Kin. 3151-4. [0286

STANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate, distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182. [1572

K. J. MOTORS, Ltd. have available for immediate delivery, reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 5456-7-8-9. [0367

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Oriling-Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5926-9. [0002

STUDEBAKER

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Studebaker saloon; £285.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [1421

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker Wembley 5903.

SUNBEAM-TALBOT

CAR MART, Ltd.

1948 Sunbeam-Talbot 2-litre saloon, 13,000 miles, £1,185.

1947 Sunbeam-Talbot 2-litre tourer, 13,000 miles; £1,075.—Car Mart, Ltd., 350, Euston Rd., N.W.1. Euston 1212. [2832

CAR MART, Ltd.

1947 Sunbeam-Talbot 10hp tourer, 6 months' guarantee; £825.

1946 Sunbeam-Talbot 10hp drop head coupe, 19,000 miles, £875.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [2850

BOON & PORTER, Ltd.

1949 (May) Sunbeam-Talbot 90 saloon, 13,000 miles, one owner, black, unscratched; £1,350.—CASTELNAU, S.W.13 (by Hammersmith Bridge). Riverside 4444. [2687

SUNBEAM-TALBOT

BROOKLANDS for individuality.

1949 Sunbeam-Talbot Model 90 saloon, black, heater, speedometer reading 7,000.

103 New Bond St., London, W.1. Mayfair 6351-6. [5079

CLANFIELD LAWRENCE offer:—

1948 Sunbeam-Talbot 10hp saloon, black, immaculate; £825.—407, High Rd., N.12. Finchley 0091. [2912

WARWICK WRIGHT, Ltd., offer:—

1950 Sunbeam-Talbot convertible coupe, silver green, buff leather, 7,000 miles

1950 Sunbeam-Talbot 90 saloon, gunmetal grey, grey leather, 5,000 miles.

1949 Sunbeam-Talbot 90 saloon, satin bronze, red leather, 15,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5258

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Sunbeam-Talbot 80 saloon, many extras, £1,210.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [5177

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Sunbeam-Talbot, low mileage; £365.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5265

GORDON CARS (LONDON), Ltd.—1949 Sunbeam-Talbot 80 saloon, 900 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Sunbeam-Talbot 10hp saloon, black.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [2783

1950 Sunbeam-Talbot 80 saloon, green with brown leather upholstery, 5,000 miles; £1,525.

1949 Sunbeam-Talbot 80 saloon, black with brown leather upholstery, 10,000 miles; £1,350.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [2475

1947 (Nov.) Sunbeam-Talbot 10 saloon, Ruby, fitted loose covers, excellent little car; £815.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8601. [2328

AVAILABLE to the trade.—Low mileage Sunbeam-Talbot.—Gerry Browne Motors, 24, Leinster Mews, London, W.2. Paddington 5232. [0883

1949 Sunbeam-Talbot 80 saloon, finished in satin bronze with red leather, small mileage, fitted interior heater, immaculate condition; £1,195.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [1842

1949 (Sept.) Sunbeam-Talbot 90, 5,000 miles, entirely without blemish; £1,375.—Clarke & Simpson, 75-79, Cadogan Lane, S.W.1. Sloane 4727. [3012

1949 (July) Sunbeam-Talbot 80, finished green, low mileage; £1,165.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [2909

1950 (Feb.) Sunbeam-Talbot 80 convertible coupe, grey, leather to match, Gallay heater, one owner, 5,900 miles only, brand new condition; £1,475; trade enquiries welcomed.

MCKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [0980

1948 Sunbeam-Talbot 10hp tourer, granite grey, very carefully used and maintained by one owner, in beautiful condition, loose covers fitted; £850.—Hall, 69, Bond St., Blackpool. Tel. 42162. [5128

CAMDEN MOTORS.—Sunbeam-Talbot 90 saloon, March 1949, immaculately finished in metallic grey, practically unused and indistinguishable from new, fitted radio and heater; special written guarantee, £1,295.

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre saloon, 1940, prototype of 1948 model, coachwork finished in metallic bronze, chrome unmarked, fitted twin horns, passlights, demisters and radio, moderate mileage; £625.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp foursome drop head coupe, 1946, black, grey leather, dark grey mohair hood, fitted radio and heater, moderate mileage; £795.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp 4-seater sports roadster, 1946, an economical yet fast little car, grey leather upholstery, good hood and tyres, outstandingly attractive; £625.

CAMDEN MOTORS, Talbot Specialists, Lake St., Leighton Buzzard. Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase. Write for post-free catalogue; easy and confidential hire-purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; purchasers' fares refunded from any part of the country; showrooms open from 9 a.m. to 8 p.m. Mondays to Saturdays. [5109

1949 (Feb.) Sunbeam-Talbot 90 convertible coupe, grey with grey leather, one owner, 9,000 miles, H.M.V. radio; £1,275.—Gibson Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants Tel 1681.

1950 90 Sunbeam-Talbot, colour satin bronze, 15,000 mileage, one owner, showroom condition, decarbonized, new battery, four new tyres; no dealers; £1,400, plus extras.—Shirleys, 12 & 14, Park St., Bristol, 1. [2487

Sunbeam-Talbot Cars Wanted

ROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 5555.)

CANTERBURY.—(Canterbury 5353.)

ROCHESTER.—(Chatham 2251.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401 [0111

Sunbeam-Talbot Cars Wanted

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0890

ALMOST new Sunbeam-Talbot required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 3488. [0941

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 156, Gt. Titchfield St., W.1. Langham 0012. [2684

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0808

URGENTLY required, low mileage 1949-50 Sunbeam-Talbot 90 saloon.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

CRIPPS, of Nottingham, urgently require all recent models Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 46361. [0463

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0069

TALBOT

R. F. FUGGLE, Bushey Heath.

TALBOT 14hp 6-light saloon, slight damage to front axle; £75.

TALBOT 110 fitted with James Young 2-door sports saloon, the whole of chassis recently reconditioned throughout tyres and coachwork 100%, £750.

TALBOT 105 4-light sports saloon, recently reconditioned throughout, new tyres fitted, finished in grey, interior blue, tyres 100%; £650.

R. F. FUGGLE, Bushey Heath. [2461

1938 Talbot 10, good condition; £415.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627 [9272

£175.—1934 Talbot 14 model 65 4-door de luxe saloon, new runner, clean condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3235

295 gns.—Talbot 75 (August, 1937) 18hp de luxe 4-door saloon, black, sliding head, fawn leather, synchromesh, good condition, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2964

Talbot Cars Wanted

CASH immediately for good Talbot.—H. F. Edwards, 28, Upper High St., Epsom 9400. [2874

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991

Talbot Spares and Service

PRE-SELECTOR gearboxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2981. [0762

TRIUMPH

CAR MART, Ltd.

1949 Triumph 2000 Roadster, radio, 9,000 miles; £1,325.—Car Mart, Ltd., 350, Euston Rd., N.W.1. Euston 1212. [2831

CAR MART, Ltd.

1949 Triumph 2000 saloon, 21,000 miles; £1,315.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [2830

NEWNHAMS, Ltd.

1948 Triumph 1800 saloon, grey with blue, one owner.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [1811

TOM GARNER, Ltd., offer:—

1949 Triumph 2000 Roadster, green with green leather, 12,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [2518

DICKS CAR SALES offer:—

1949 Triumph 2000 coupe, definitely unmarked, numerous extras; £995.

1948 Triumph 1800 saloon, definitely as new; £950.

DICKS CAR SALES, Ltd., 305-401, High Rd., Kilburn, Maida Vale 6888-9. [2030

BROOKLANDS for individuality.

1949 Triumph model 2000 razor-edged saloon, grey, radio, speedometer reading 7,000.

103 New Bond St., London, W.1. Mayfair 6351-6. [5080

SAUL & SLATTER, Ltd., offer:—

1948 Triumph 1500 saloon, excellent condition throughout; £1,075.—44-46, Aldermans Hill, N.13. Pal. Grn. 1205/7173. [3174

WARWICK WRIGHT, Ltd., offer:—

1949 Triumph 2000 Roadster, grey-grey leather, 7,000 miles.

1950 Triumph Renown R.E. saloon, black, beige leather, 5,000 miles.

1949 Triumph 2000 R.E. saloon, gunmetal grey, grey leather, 10,000 miles.

WARWICK WRIGHT, Ltd., 150, Bond St., W.1. Mayfair 9761. [1409

WADDINGTON MOTORS, Ltd., offer:—

1948 model Triumph razor-edge saloon, low mileage and in spotless condition; £1,075.—Fortune Green Rd., N.W.6. Ham. 2221. [2650

D. J. SHEPHERD & CO (ENFIELD), Ltd.

1948 (Sept.) Triumph Roadster, steel grey, grey leather upholstery, mileage 15,000, showroom condition; £920.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631 [8234

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 Roadster, grey, 7,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 Roadster, green, green leather.—Below.

GORDON CARS (LONDON) Ltd.—1949 Triumph 2000 Roadster, green, red leather, radio, many extras.—Below.

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 Roadster, grey, attractive condition.—Below.

GORDON CARS (LONDON), Ltd.—1947 Triumph 1800 Roadster, black, excellent order.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [2779

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1938 Triumph Dolomite, black, blue leather, in good condition throughout; £425.—MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558/2619. [3039

GOLDERS GREEN.—H. A. Saunders, Ltd.—1949 model Triumph 1800 saloon, grey.—Bpy. Open

1949 H. A. SAUNDERS, Ltd.—1947 Triumph 1800 saloon, black.—144, Golders Green Rd. Spe. 0011. 9 a.m.-9 p.m. [3562

1949 Triumph 2000 saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4834/3406. [3610

1937 Triumph 14hp saloon, extensive overhaul; £385.—Bec. 3466, after 7.30 Syd. 7575. [3115

1950 Triumph 2-litre Renown saloon, black, beige leather, heater, 5,000 miles, spare unused, one owner.

1949 Triumph 2000 Roadster, green, maroon leather, 7,000 miles, spare unused.—Hipco, Ltd., 18, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [3029

289 gns.—1938 Triumph 14hp Vitesse saloon, sound condition.—Autosnips, 5, Balham High Rd., Balham 1503. [2980

CL. A. PETO, Ltd.—1950 Triumph Renown saloon, grey, 11,000 miles; £1,575.—42, North Audley St., W.1. Mayfair 3051. [2750

1939 Triumph Dolomite 16hp saloon, very clean; nearest £385.—Pit, Lt. Morgan, R.A.F., West Raynham, Fakenham, Norfolk. [2797

1938 1939 Dolomite 14 Roadster, immaculate, new tyres; £485.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [2935

TRIUMPH Roadster, Dec., 1947, black, mileage 38,000, showroom condition, one owner; seen London, £825.—Box A.193, Strand House, W.C.2. [2446

1947 Triumph 1800 saloon, metal grey, radio, heater, very clean; £925.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [2995

1947-8 Triumph 1800 saloon, grey, with grey leather, low mileage, fitted interior heater, carefully maintained in beautiful condition, £995.—JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [1845

OCTOBER, 1949, 2000 Triumph saloon, black and beige, one owner, fitted wireless.—Basil Hoy, Ltd., 161, Ok. Portland St., W.1. Langham 7733. [3033

1949 Triumph Roadster, 5,000 miles, immaculate; £1,125.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [2625

1938 Triumph Vitesse 14hp 4-cylinder 4-door saloon, perfect mechanically, fully guaranteed; £395.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [3167

1949 Triumph 2000 saloon, metallic grey, radio low mileage, immaculate condition; £1,295.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [3210

£265.—1937 model Triumph 14/4 Vitesse sports saloon, excellent condition throughout.—Bray Motors, 189-194, West End Lane, N.W.6. Hampstead 6490. [3254

1949 (May) Triumph 2000 Roadster, gunmetal, red leather, one owner, licensed December; £985.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. (Hounslow 0011.) [2663

1939 Triumph 14hp 4-cylinder saloon, in practically new condition throughout, repainted; only £525.—Claude Butcher & Co., St. Peter's Garage, St. Peter's Rd., W.6. Riverside 7644. [3240

1948 Triumph 1800 razor-edge saloon, black, small mileage, very carefully maintained; exchanges and terms.—Swanmore Car Sales, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [2571

TANKARD & SMITH offer: 1935 Triumph 10.8 Monte Carlo sports tourer, first reg. 1934, finished in British racing green, with grey hide upholstery, full all-weather equipment, fitted radio, an exceptional car; £295.—97, Peckham Rd., S.E.15. Rodney 2051. [3821

£795!!!—Triumph 1800 Roadster, 1946, in black with beige leather; this car has been most carefully maintained since new and serviced solely by distributors, all tyres have just been renewed, the spare has not yet been used; any A.A. or R.A.C. inspection is welcomed.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase; write for post-free catalogue; hire purchase, part exchange, free delivery; showrooms open from 9 a.m. to 8 p.m. Mondays to Saturdays. [3105

795 gns.—Triumph 1800 (June, 1946) Roadster coupe, gunmetal, blue leather, radio, Windtone horns, small mileage, carefully used, excellent condition; terms, exchanges. list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2985

ROSE & YOUNG, Ltd., offer: 1949 Triumph Roadster 2000 model, small mileage, immaculate condition, £985; also 1948 Triumph Roadster 16000 model, exceptional condition, fitted several extras, including radio, £945.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [1286

NAYLOR & ROOT, Ltd.—1949 Triumph 2000 Roadster, black, green hide, 8,000 miles, H.M.V. radio, spare unused; any trial or inspection; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [2923

Triumph Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.

CASH immediately for good Triumph.—N. F. Edwards, 25, Upper High St., Epsom 9900. [2875

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

Triumph Cars Wanted

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 6000. Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low-mileage 1800 and 2000 Triumphs, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0804

BRITISH & COLONIAL MOTORS, Ltd., require good Triumph cars.—Upper St. Martin's Lane, W.C.2. Tem. 3568. [2762

TRIUMPH 1800 Roadster urgently required; immediate settlement.—Rob.nson, 164, West End Lane, N.W.6. Hampstead 7827. [3403

C. A. PETO, Ltd., 42, North Audley St., W.1, Triumph agents, will purchase Triumph cars in first-class condition.—Mayfair 3051. [3758

BEFORE finally deciding, consult Lamb's, Ltd., of Woodford, Essex. Wanstead 0123 (6 lines), London Buying Office, Slough House, Berkeley St., Mayfair 7654, ext. 111. [2504

Triumph Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

NEWNHAMS, Ltd.

TRIUMPH specialists, service and spares for all models, including Dolomite type radiator grilles.—Newnham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. 11539

BASIL ROY, Ltd.—Triumph spares, complete stock wholesale and retail.—161, Ok. Portland St., W.1 Langham 7733.

TRIUMPH spares for all post-war models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). [0355

UTILITY CARS

JACK STONE & SON offer:—

1946 Ford Mercury 7-seater maple wood shooting brake, £10 tax; 1946 Humber 7-seater, £10 tax; 1940 Ford 7-seater, £10 tax; 1938 Packard 7-seater; 1938 Ford 22 7-seater; terms and exchanges easily arranged.—221, Upper Richmond Rd., Putney. Tel. day and night Putney 1054-5, 2276-7. [3194

ROWLAND SMITH'S for utility cars.

695 gns.—Dodge 1947 (£10 tax) specially imported 4-door 8-str. station wagon, natural hardwood body, glass all round, removable rear seats, drop tailboard, right-hand drive, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

695 gns.—Lea-Francis, July, 1946, 14hp utility, 4-door 5-str. natural timber body, lawn wings and bonnet, sliding glass windows, rear entrance, removable rear seat, excellent condition; terms, exchanges.—Rowland Smith, below.

265 gns.—Ford V.8 1937 (registered 1938) 30hp 2-str. utility, grained timber body, glass all round, removable rear seats, very good condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Jowett utility (Welpy), registered July, 1946, fitted 4-door 6-str. timber body, glass all round, drop tail-board, removable rear bench seat, spare wheel, good condition; terms, exchanges.—Rowland Smith, below.

175 gns.—Chrysler, 1936, 24hp fitted 4/5-str. natural timber utility body, glass all round, drop tail-board, removable rear seat, good condition, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2966

MANN EGERTON & Co., Ltd., offer:—

1950 Standard Vanguard estate car, metallic grey with grey leather upholstery, 9,000 miles, beautiful order throughout.

14, Berkeley St., London, W.1. Regent 2075. [2703

£125.—Buick utility, 1934.—209, Northolt Rd., South Harrow. [2655

1937 Humber Super Snipe, fitted new utility body 1949, just completed overhaul; £300.—Box 0048. [2440

HILLMAN estate car, July, 1948, 11,400 miles; £895.—Captain Litchfield, Snowfield, Bearsted, Maidstone. [3317

1948 Hillman estate car, excellent condition; £775.—Stadium Autos, 178, New Barn St., E.15. Ale 3566. [2358

1936 Packard utility, practically new condition, bargain £325.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [1352

1950 Vanguard estate car, low mileage; £1,250.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [2565

BRADFORD utility, delivered October, 1947, perfect condition throughout, all good tyres; £460.—Buntings, Jowett Main Agents, Marron. Tel. 1906. [5201

1948 Model Alvis 14hp estate car, 4-door 5-seater natural wood body, metal work in maroon cellulose, with dark red hide upholstery, small mileage, immaculate; £995.

HIRE purchase and exchanges.—Selsdon Rd. Garage, 54, Selsdon Rd., S. Croydon. 2, South Croydon Station. Cro. 5470. [2701

NO Budget increase here.—1949 Austin A40 special modern utility, wooden body 5 seats, low mileage, like new; £675.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [3275

1950 (April) Ford 10hp Utilecon, 8,000 miles genuine, fold-flat hide seats; £795; exchanges, hire purchase.—B. & H. Motors 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [1750

1948 Bradford utility 4-seater, superb all-purpose little vehicle, £445; exchanges and hire purchase, etc.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [0767

UTILITY CARS

WOLSELEY 25hp shooting brake, black and painted body, 2 occasional seats, well tyred, this machine is in extremely good condition and not ex-Army.—F. Holbrow, Ltd., Hadleigh, Suffolk. Tel. 3286. [2799

1950 (Dec., 1949) Austin Countryman estate car, mist green, low mileage; £955; exchanges and terms.—Swanmore Car Sales, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [2574

PACKARD utility van, straight 8 with removable rear seat, and unusually large carrying capacity, rear doors, radio, special Ash body, soundly constructed, maintained and serviced in tip-top condition, best offer over £400.—Wales, Ltd., Atlas Works, Osnells St., Birmingham, 1. Tel. Midland 0321. [1678

Utility Cars Wanted

POST-WAR utility wanted, 10-15hp.—G. S. Hall, 300, King St., W.6. Riverside 2881. [4511

CASH buyers of low-mileage utilities; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube) Ham 6041. [0995

BRADFORD utility wanted, post-war model.—Gordon Woodeson, 49a, Dreemstead Rd., S.W.16. Streatham 6639. [2365

WANTED, post-war utility, must be wood body, in immaculate condition.—1468, High Rd., Whetstone, N.20. Hillside 6671. [2661

UTILITY or shooting brake wanted, 10hp-14hp 1949-50, low mileage.—B.E. Co., Ltd., Rotherfield Rd., Enfield Middlesex. [1574

ALL types utilities wanted for cash.—Read Bros. Motor Co. (London), Ltd., 58, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [0524

VAUXHALL 10

1946 (Nov.) Vauxhall 10, 51,000 miles, one owner; £595.

BIRKETT MOTORS, Ltd., 684-686, Mile End Rd., E.3. Bow, E.3. Advance 1517. [5041

1939 Vauxhall 10 de luxe saloon, new tyres just fitted, excellent condition, £395.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [1164

BRUTONS, Ltd., offer 1938 Vauxhall 10 saloon, black, good condition and tyres, immaculate; £365.—13-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [1450

VAUXHALL 12

DICKS CAR SALES, offer:—

1936 Vauxhall 12 sports tourer, very unusual car; £275.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [7680

KENTISH & THOMSON, Ltd. offer:—

1947 Vauxhall 12 saloon, blue, brown interior, one private owner, 23,000 miles; £750.

564 gns.—1946 Wicgham 8/d., Shirley, Croydon. Spring park 3477-8. [2251

£395.—Vauxhall 12/4 1939 sln 4-dr. leather interior, sldg roof, excellent mechanical order; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5086-7. Open Mon. to Sat. 9-6. (50 yds Holland Park Tube.)

1946 (November) Vauxhall 12 saloon, black, brown upholstery, excellent condition throughout; £695.

1948 Vauxhall 12 saloon, black, brown upholstery, sliding head, four new tyres, one owner, in particularly nice condition, written guarantee; £795.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 5075-6. [2749

GOLDERS GREEN.—H. A. Saunders, Ltd.—1948 Vauxhall 12 saloon, blue.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [2585

1940 Vauxhall 12 de luxe saloon, many stations, in excellent condition, £450; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [3844

CASH'S MOTOR MART.—1948 Vauxhall 12 saloon, blue, 20,000 miles, immaculate; £795, written guarantee.—5, Warren St., W.1. Euston 3523. [6625

1934 Vauxhall 12 d/h coupe, wonderful order; £250.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [2627

VAUXHALL 14

DICKS CAR SALES offer:—

1939 Vauxhall 14hp saloon, fitted new engine, superior car; £495, choice of three.—Below.

1937 Vauxhall 14 saloon, one careful owner; £325.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [2916

PALMERS MOTORS, Ltd., offer:—

1938 Vauxhall 14hp touring saloon, excellent condition; £350, 3 months' guarantee, exchange and deferred terms.—53, York St., Twickenham. Popesgrove 1890 or 7087.

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1947 Vauxhall 14 saloon, 18,000 miles; £825.

MARLBOROUGH WORKS, Kenton, Middlesex. Wordsworth 5656 and 5658. [2853

1937 Touring saloon, smart appearance, excellent mechanically; £350.

READ BROS. MOTOR Co. (LONDON), Ltd., 58, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [3277

1937 Vauxhall 14 saloon; £350.—Hope Stable Garages, 377, Finchley Rd., N.W.3. Hem. 7514. [3171

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL 14

£385.—1938 Vauxhall 14 de luxe saloon, spotless condition throughout; 3 months' guarantee; hire purchase, exchanges.

LAMB'S of Wood Green, Finchley Showrooms, 431, High Rd., Finchley, N.12. Fin. 6221. [3262

L. F. DOVE offer 1939 Vauxhall 14, black with brown, an exceptional specimen; £575.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [3699

1947 Vauxhall 14 Black and brown, in very nice condition; £775.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [1775

1939 Vauxhall 14, J type saloon de luxe, grey with blue interior, engine reconditioned, new front suspension, first-class appearance, £550.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5575. [3229

1947 Vauxhall 14 saloon, black/brown leather, nom.nal mileage; £765.—L. F. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd., Woking 1282.

1939 Vauxhall 14 saloon, immaculate condition throughout, 4 new tyres; £565.—Lynch Garage (opposite G.P.O.), Uxbridge, Middx. Tel. 122.

VAUXHALL 14hp 1936 4-door de luxe saloon, good running order; £235 or near offer; by appo.ntment only.—1, Keswick Ave., Merton Park, S.W.19. Lib. 3372. [2772

£395.—1937 14hp Vauxhall saloon, exchange engine, springing, recefluoed, etc.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [1898

295 gns.—1937 Vauxhall 14 4-door de luxe saloon, excellent condition.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9.

1937 Vauxhall 14 touring saloon de luxe, exceptionally well maintained, loose covers fitted; £335.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 5408. [2049

£395.—1937 Vauxhall 14, small mileage, in exceptional condition, blue with blue leather upholstery, almost new tyres.—G. S. Hall, 302, King St., W.6. Riverside 2981. [2666

ROSE & YOUNG, Ltd., offer 1938 Vauxhall 14hp saloon, just fitted with new engine; £350.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [1604

1939 Vauxhall 14 saloon, colour blue, with blue leather interior, a very original car in immaculate condition, must be seen; £550.—Harold Webb Motors, Ltd., 765/767 Romford Rd., Manor Park, E.12. Ilford 0681. [3288

165 gns.—Vauxhall 14.6 1934 4-door saloon, black, green wheels, leather upholstery, radio, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2966

1939 J type Vauxhall 14hp sunshine saloon, in first class running condition and general appearance, new brakes, new set of tyres, demister, windscreen spray, licensed to end of year; £525 or near offer.—Can be seen 19, The Fairway, Northwood, Middlesex. [3319

VAUXHALL 17

£150.—1935 Vauxhall 17, good runner, good bodywork and interior, in excellent condition, good tyres, easy clean wheels.—G. S. Hall, 302, King St., W.6. Riverside 2981. [1850

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

1949 Vauxhall Velox saloon, 6,000 miles; £1,240.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [2829

PHILIP RICKARDS, Ltd., offer:—

1950 Vauxhall Velox, 6,000 miles, black/brown, perfect.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [2569

WARWICK WRIGHT, Ltd., offer:

1949 Vauxhall Velox saloon, black, brown leather, heater, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, Bond St., W.1. Mayfair 9761. [3259

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1949 Vauxhall Wyvern saloon, metallic grey, very nice order, low mileage; £995.

MARLBOROUGH Works, Kenton, Middlesex. Wordsworth 5656 and 3658. [2024

1949 Vauxhall Wyvern saloon, blue, fitted radio, 18,000 miles, excellent condition throughout.

WALTON-ON-THAMES MOTOR Co., Ltd. Walton 200 [2707

WYVERN 1950 March, black, brown leather, heater, immaculate condition, 15,000 miles; £1,065.—15, Pines Ave., Worthing. Tel. 5458. [3155

GOLDERS GREEN.—H. A. Saunders, Ltd.—1949 (A) Vauxhall Wyvern saloon, black.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [2587

1949 Series Vauxhall Velox, perfect order, maintained by makers, fitted radio and heater, etc.; £925.—12, Church St., Luton. Tel. 4212. [3189

1950 model Vauxhall Velox, black, 6,000 miles, heater; trade enquiries welcomed.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0821/2. [3918

GOLDERS GREEN.—H. A. Saunders, Ltd.—1949 (Dec.) Vauxhall Velox saloon, black/brown leather, 16,000 miles.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [2590

1950 (April) Vauxhall Wyvern, blue, leather upholstery, £1,110.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1425-6. [2636

VAUXHALL 20

239 gns.—Vauxhall 20 drop head 4-door, superb condition.—Autosales, 5, Balham High Rd., Balham 1509. [2977

VAUXHALL 24

ACLAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee.

VINTAGE Vauxhall 24hp coupe with dickey, immaculate car throughout, drives like a Bentley; £150. [3154

VAUXHALL 25

LIMOUSINE 1938 25hp, partitioned, widest occasionals, leather upholstery, black, nice order, ready service, £835.

ALFE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square, Mayfair 2941. [2675

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at 4-6, Berkeley Sq., W.1. Grosvenor 4328. [0017

HAMILTON MOTORS (LONDON) Ltd., 466-492, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1948 Vauxhall Velox, black, radio and heater.

1947 Vauxhall 12, black, reconditioned engine, 5,000 miles.

1946 Vauxhall 10, black, body condition good.

1939 Vauxhall 12, blue, leather, body condition immaculate.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [1798

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737. Gregory's of Uxbridge. [0059

GRAHAM BROTHERS (MOTORS), Ltd., main dealers. 7-15, Peter St., Manchester, 2 (Bla. 9687), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0263

Vauxhall Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150 Park Lane, W.1. Grosvenor 3434. [0975

SSHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4-6, Berkeley Sq., W.1. Grosvenor 4328. [0018

RROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994

ERIC HAYES, Ltd., urgently require all models Vauxhall.

ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. [2905

I REQUIRE post-war Vauxhall urgently.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day). [0572

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall. Wembley 3903. [0074

ALMOST new Vauxhall required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4468. [0644

VAUXHALL Wyvern or Velox wanted privately.—Adams, 685, Durham Rd., Gateshead Tyne. Tel. 75532. [0652

BRITISH & COLONIAL MOTORS, Ltd., require good Vauxhall cars.—Upper St. Martin's Lane, W.C.2. Tem. 3568. [2761

WANTED, 1949-50 Vauxhall Velox saloon, covenant free, low mileage, no dealer.—J. Izon, 94, Ditton Fields, Cambridge. [3019

CASH buyers of low-mileage Wyvern and Velox Vauxhalls; distance no object.—Hattons, Lord St., Southport. Tel 2268. [0805

1939 Vauxhall 14 wanted privately, 10hp might suit.—Lee Green 4555; 1, Belmont Hall Court, Belmont Grove, S.E.13. [3265

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted, write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fro 0063 [0479

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd. Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [0699

BROADWAY MOTOR Co. (main dealers) will purchase Vauxhall and other makes in really good condition; special arrangements for buying or selling on commission basis.—5-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0622

Vauxhall Spares and Service

CAC.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged at 50% manufacturers' list price; exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 580/583, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEARBOXES, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 3-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494/5/6. Shores: Liberty 6368. Grams Autospare, Wimble, London. [0635

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-Pass, Egham 151. [0196

FOR Vauxhall mudguards, running boards, 1935-9.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0361

Vauxhall Spares and Service

TRIANON.

TRIANON.—Gear boxes, reconditioned units on exchange plan, for all 10, 12, 14hp, 25hp and BYC models; stock deliveries.

TRIANON.—Suspension units, exchange or outright sale, immediate deliveries; our reconditioned units are complete with king pins and include shock absorber overhaul, 3 months' guarantee, available for 10, 12 and 14hp DX and J types.

TRIANON.—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty your enquiries invited.

TRIANON.—Springs, immediate delivery; suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from factory.

TRIANON, Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0137

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—157/149, Widmore Rd., Bromley, Kent. Rav. 5456-7-8-9. [0395

REPAIRS! Recondit. exchange suspensions (complete pair) 10, 12, J, £15; DX, £17/10; 25hp, £25; Bedford, reconditioned gear boxes, shock absorbers.—Pri. 2647. 10, Winchester Mews, N.W.3. [0244

VAUXHALL EXCHANGE SERVICE.—Exchange your broken or worn differential, gear box or front suspension for a guaranteed reconditioned service unit; all models, 10, 12, 14, 25hp.—Farleigh Garages, Ltd., 142/144, Stoke Newington Rd., London, N.16. [9824

VETERAN CARS

WELHAM, Veteran Car Specialist, Surbiton Hill Rd., Surbiton. Elmbridge 1625.—Buy and sell pre-1914.

VINTAGE CARS

1926 Austin 12.8hp saloon, beautiful original interior and cellulose; £90.—Wal. 4686. [2811

£85.—Renault 1926 13.9 tourer, complete, original 2 owners, excellent throughout, taxed.—Saunders, 266, Holmesdale Rd., South Norwood. [2859

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361.—Sole distributors for Great Britain. Sales, service and spares. [0375

Volkswagen Spares and Service

NEW engines and other spares.—55, Netherwood St., N.W.6. Mal. 1531. [0999

WILLYS

1950 Willys station sedan, 2,160 miles, radio, heater and full equipment; £975.—Hankins, Ladbroke 1155. [2601

WOLSELEY

EEUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1948 Wolseley 8hp saloon, black, brown upholstery, 16,000 miles, one owner.

ALSO other post-war Wolseley models available.

LOW mileage Wolseleys are scarce; should your model not be in stock put your name on our used cars register for early notification.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [1772

CAR MART, Ltd.

1949 Wolseley 14hp saloon, 11,000 miles; £1,375.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [2828

MONTROE MOTORS, offer:—

1940 Wolseley 10 sports tourer, silver; £395.—Montroe Motors (W. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2.

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Wolseley 21hp saloon, mileage 18,000, in superb condition; £750.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [6519

1939 Wolseley 10 sun saloon, excellent condition, guaranteed; £475.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [3521

1937 Wolseley 25hp 7-seater limousine, in sound mechanical order throughout; £485.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [2637

GOLDERS GREEN. H. A. Saunders, Ltd.—1949 Wolseley 4/50 saloon, maroon, 6,000 miles.—Below.

H. A. SAUNDERS, Ltd.—1950 Wolseley 4/50 saloon, black, 10,000 miles.—Below.

H. A. SAUNDERS, Ltd.—1948 Wolseley 12 saloon, black.—140-148, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [2602

1947 Wolseley 8 saloon; £650.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 2254. [2176

1947 Wolseley 12 saloon, black with brown leather interior, one owner, small mileage; £875.

ARCHWAY GARAGE, 130a, Walmer Rd., W.10. Park 7271. [2991

BEARTS of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel 5340. [0065

1940 Wolseley 25hp saloon, exceptional condition.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [2722

WHAT offers.—1949 6/80 Wolseley, 12,600 miles, perfect order.—On view Norman Walker, The Coombe, Streatley, Berks. [3302

1946 Wolseley 10hp de luxe saloon, one owner, £710.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1535. [2706

1949 Wolseley 6-80, black with brown leather upholstery radio and heater, 13,000 miles; £1,350; terms, exchanges.

MASON BROTHERS (MOTOR SHOWROOMS), 151-153, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24667. Open week-ends. [2904

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

WOLSELEY

1950 Wolseley 4/50 saloon de luxe, maroon, brown leather upholstery, recorded mileage, 6,700, a perfect specimen.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Denham 2266. [5208

GORDON CARS (LONDON), Ltd.—1949 Wolseley 6/80 saloon, black, 4,000 miles.—Gordon House, 379, Euston Rd., N.W.1. Euston 6611. [2762

GATEHOUSE offer 1939 Wolseley 18hp saloon. Immaculate condition, £425.—Gatehouse Motors, Ltd., Hangate Village, N.6. Mou. 4344. [2732

£550—1939 Wolseley 18-80 saloon, recent £125 overhaul, nearly new tyres.—Woking Motors (Maybury Hill), Ltd., Woking 1926. [2622

L. F. DOVE offer 1939 Wolseley 14, in magnificent condition, black, with brown, £575.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [5696

1938 Wolseley 14 saloon, black, perfect condition throughout, £435.—M.B. Motors, 356, New Cross Rd., London, S.E.4. Tideway 5779. [5675

1938 Wolseley 14 saloon, exceptional condition throughout, £495.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 2004. [1432

£185—1933 Wolseley Hornet EW special, new hood and side screens, all good tyres.—Monahan Motors, 594, London Rd., Thornton Heath. 3081. [2371

1939 Wolseley 14 saloon, black with brown leather, low mileage, completely overhauled, including recond. engine, all in exceptional condition, £550.
JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4641. [1845

WOLSELEY 14/56 black saloon, 1937, mechanically perfect, immaculate condition; offers to J. Hickey & Sons, Ltd., Richmond, Surrey. Tel. Richmond 2394. [1557

£525—Wolseley 18 saloon, finished black, with brown interior, excellent condition.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tel. 4162. [2735

1949 (July) Wolseley 4/50 saloon fitted heater and radio, carefully maintained; price £1,175.—Ormskirk Motors, Ltd., County Rd., Ormskirk. Tel. 1013. [2444

1938 model Wolseley 14 de luxe saloon, a low mileage, immaculate specimen car throughout. £425.—Value Cars, Ltd., 363, Upper Richmond Rd., East Sheen. [1954

1938 Wolseley 12hp six-head coupe, £100 overhaul six months ago, perfect condition; £410.—Lynch Garage (opposite G.P.O.), Uxbridge, Middx. Tel. 122. [5008

495 gns.—Wolseley 18, late 1939, de luxe 4-door saloon, black, sliding head, brown leather, radio, very good condition; terms, exchanges.—Rowland Smith, below. [2967

245 gns.—Wolseley Super Six, June, 1936, 21hp de luxe 4-door saloon, black, sliding head, brown leather, very good condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. [2967

NO budget increase here.—1935 Wolseley 9 4-door de luxe saloon, good condition, £195; also 12hp model at £195.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [3275

BEUTONS, Ltd., offer: Wolseley 14 1938 (June), fitted reconditioned engine, with liners in our works, blue blue upholstery, immaculate condition.—15-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [2238

890 gns.—1948 (reg. March 1949) Wolseley 18/85 de luxe saloon, black, hide upholstery, one owner, superb condition; £310 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [4705

1946 Wolseley 14hp de luxe saloon, new engine, roomy and attractive family car; £725; no traders, h.p. terms if required.—Broadway Motor Co., 3-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494.

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LATE 1937 Wolseley 25, mechanically sound, grey leather, black cellulose, good tyres all round, new axle, £285.—Anglia-leader 1051-2, Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2. (Paddington station.) [2362

1938 series Wolseley 18hp de luxe saloon, black, brown leather upholstery, fitted with wireless and in good original condition; £475.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4641. [2251

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TORQUAY.—Rydal Mount Hotel, Hunsdon Rd. H. Hot and cold all bedrooms; sea views; garage; terms 5 to 6½gns.; children welcome; excellent cuisine. —Bull. [2156

TORQUAY.—Finedon, Westhill Rd., nr. Babbacombe. Homely, h & c., moderate terms, near sea, buses all parts of town; ideal early and late holidays. [8470

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SAILORS SAFETY INN, Dinas Cross, Pembrokeshire.—The little inn by the sea; residential; excellent cuisine; delightful for quiet holidays; bathing, boating and fishing. [918

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Registered Office and Accounts Department,
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SOUTH STREET, FARNHAM.
Telephone: 5258/9.

LONDON Office: 18-21, Langham House, Regent St., Telephone: Langham 1342. [7920

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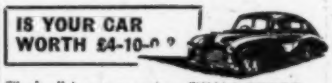

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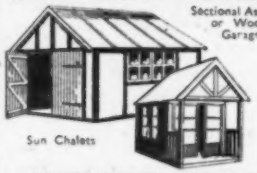

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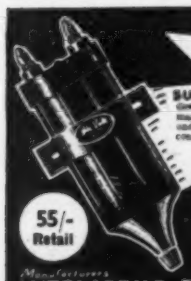

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